

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



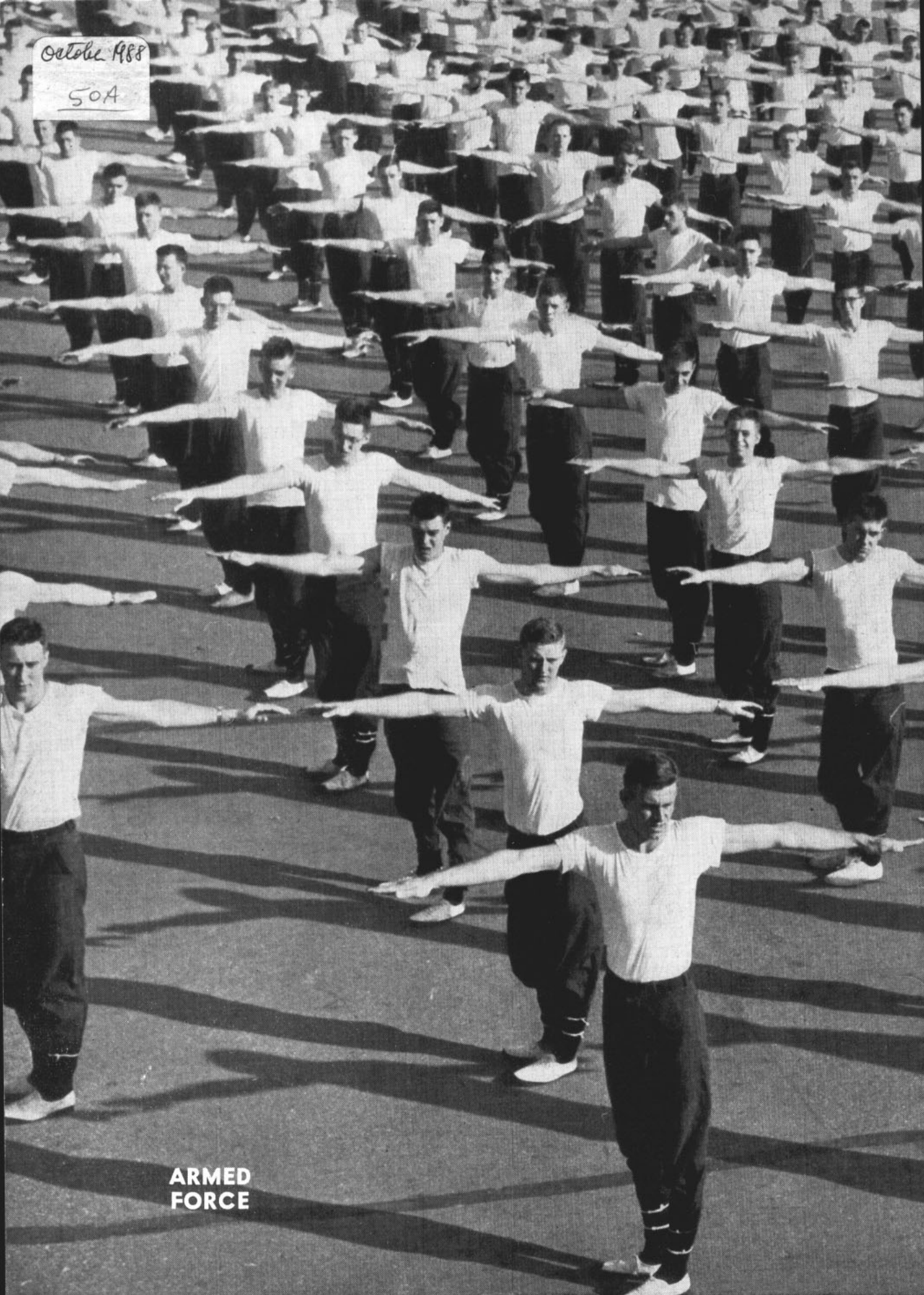
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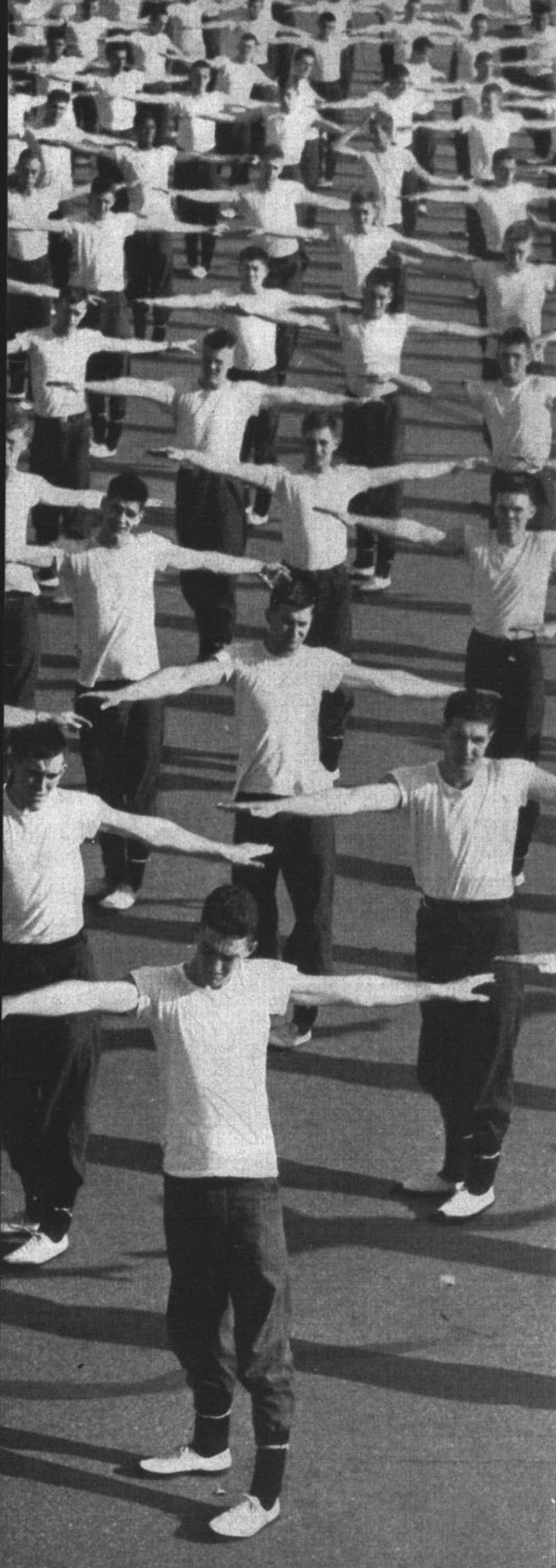
MAY 1951

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**ARMED
FORCE**



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May 1951

Navpers-O

NUMBER 411

VICE ADMIRAL LAURANCE T. DUBOSE, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

CAPTAIN WILLIAM B. TUCKER, USN
Assistant Chief for Morale Services

Editor: LCDR George Dennis, Jr., USN

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• FRONT COVER: Razor-sharp and sea-breeze fresh, Newall Learned, MA3, USN, squares away his jib for smooth sailing ashore.—*All Hands* Photo by Walter G. Seewald.

• AT LEFT: Thirty minutes each morning are spent doing exercises as basic trainees start their Navy life at the Naval Training Center, Great Lakes, Ill.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



EGGBEATERS can land on a dime if necessary. Here one touches down on No. 1 turret of USS *Albany* (CA 123).

'Copters Have Vital Role in Korean Action

LYING HELPLESSLY aground within sight of enemy troops, the battered Thailand frigate HMCS *Prasae*—a unit of U.N. forces in Korea—was in a tough spot. Fires on the ship had prompted part of her crew into leaping into the icy waters and swimming to the enemy-held shore. Now they hovered on the snow-covered beach, shivering uncontrollably in the sub-zero cold. Crewmen on board *Prasae* were only slightly better off. At any moment they expected enemy shells to smash into the vessel.

Rescue by other U.N. ships was impossible in the treacherously shallow water. But there was one method of evacuation still to be tried—rescue by helicopter. The task fell to pilot D. W. Thorin, AMC, USN, on board USS *Manchester* (CL 83), standing off to seaward.

Thorin took off from the cruiser's stern in his HO3S-1 helicopter, loaded with a doctor, blankets, and a can of hot soup. Landing on the hard-frozen snow, he quickly picked

up the two worst casualties—some of the Thailand sailors had been injured while swimming ashore, and all were suffering from shock and exposure—and whirled back to *Manchester*.

Personnel from the cruiser were ferried ashore to assist in rescue operations and to find out if *Prasae* could be salvaged. Shuttling back and forth between ship and shore, Thorin gradually reduced the number of half-frozen men huddled on the beach.

Time became precious. Several sailors were so stiff and cold they could barely move. A few hours more in the bitter cold and they would freeze to death. Despite a barrage laid down by U.N. warships, enemy troops edged closer. When

his gasoline supply dwindled, reducing the weight of the helicopter, Thorin began carrying three men per trip.

Finally all of the "beach party" had been landed safely on board *Manchester*, and Thorin turned to the Thailand sailors still on board *Prasae*. Tricky air currents around the stricken vessel made this especially ticklish work. Earlier, another helicopter flying in to aid the vessel had crashed and burned on *Prasae's* superstructure, starting fires on the ship. Thorin carefully lowered his 'copter over the vessel, and began hoisting men on board. Flying almost continually, he finally completed his one-helicopter airlift of the vessel's entire crew—some 120 Thailand sailors, plus nine Americans.

Rescues such as this one are typical of the magnificent work of helicopters in the Far East. Ranging all over the battlefield and far out to sea, the weird-looking craft saved the lives of hundreds of crashed pi-

**On Far East Battlefield
And Out at Sea, They
Are Capable of Many Jobs**

lots, or wounded and marooned personnel. In World War II when a pilot crashed behind enemy lines his chances for survival were slim. It's a different story today.

When a carrier fighter plane was shot down 80 miles inside enemy territory, Captain Victor A. Armstrong, USMC, hopped into his helicopter and went out to get the downed pilot. Arriving in the area, Captain Armstrong circled at treetop level, soon sighted a mirror flashing among the trees. Despite the possibility of an enemy trap he moved in close, landing on the rough terrain to pick up the injured pilot. Although two enemy riflemen fired continuously at the helicopter, the rescue was completed without mishap.

On another occasion a light observation plane occupied by two Army spotters was forced down and crash-landed on the side of a steep-walled canyon. Marine helicopters piloted by Captain Wall D. Blatt, USMC, and First Lieutenant Charles C. Ward, USMC, flew across miles of enemy territory, made a hair-raising landing on the side of the steep ravine and picked up the two Army officers.

Not all helicopter rescues have been accomplished so smoothly. When Lieutenant (junior grade) Charles E. Jones, USN, dropped his 'copter behind enemy lines to pick up the pilot of a crashed plane, the downed aviator waved him off frantically. Almost too late, Jones pulled away as a fusillade of bullets ripped through the thin-skinned craft, punc-

turing the gas tank. Jones nursed the helicopter toward Kimpo airfield, but was forced to crash on an island in the Han River before reaching there. Although it's generally considered nearly suicidal to fly a helicopter at night, Captain Armstrong took off in another helicopter after dark, located the island, picked up the survivors and returned safely to his base.

What makes it so difficult to fly a helicopter at night is that the "whirlybird" is an inherently unstable craft. To control it, both hands and both feet are constantly in use. A conventional plane will usually continue to fly level for some time if the controls are released, but a helicopter will topple out of control if the pilot lets go of his controls for an instant. Helicopter pilots maintain level flight by watching the terrain below and their instruments. At night, when the ground is not visible, 'copter flying is extremely hazardous. A newly developed automatic pilot should change all this. This instrument—not yet installed on operational helicopters—will automatically keep the helicopter on a level keel. It's expected to greatly decrease pilot fatigue, and make it possible to operate helicopters under more varied conditions.

Another hazardous night helicopter flight was logged by Lieutenant Francis Yirrell, USN, with Lieutenant Richard Stephansky, USN, acting as navigator. The two officers volunteered to evacuate a severely wound-



HARRIED Thailand sailors, their ship aground lie waiting for rescuers.



FRIGATE Prasae rammed aground during snowstorm off coast of Korea.



'COPTER-BORNE rescue team gives aid to *Prasae's* injured (right), then prepares to leave as the enemy closes in.



AIR-SEA RESCUE is only one job handled by the versatile helicopter. Left: A survivor is plucked from a raft during a demonstration. Right: Marine 75-mm. howitzer crew is ready to open fire one minute after jumping from 'copter.

ed officer from the front lines when transportation by other means was impossible. Flying in pitch darkness, Yirrell finally spotted the headlights of a jeep and went in for a landing. Leaving his navigator behind, Yirrell picked up the wounded officer and a doctor, flew back to his base. The wounded officer lived.

Helicopters twirl almost constantly in daylight hours between the battle lines and rear areas. On trips to the front they haul everything from high ranking officers to ammunition and blood plasma. On return trips they bring out the most severely wounded, carrying two men strapped in wire baskets on each side of the 'copter's fuselage. Medical officers estimate that hundreds of lives have been saved by the whirlybirds. They say that many severely wounded men could not have survived a jolting truck ride back to rear area. Others would have died before reaching the operating table if slow ground transportation had been used.

One of the busiest helicopter outfits in Korea has been Marine Observation Squadron Six, attached to the First Marine Division. During the first six months of the Korean campaign helicopters of the squadron rescued 26 downed airmen—nearly all of them from behind enemy lines—and evacuated over 550 critically wounded Marines from forward positions. This was accomplished in addition to flying hundreds of other reconnaissance and supply flights. "Sometimes I don't know how they

do it," said Major Vincent J. Gottschalk, USMC, skipper of the outfit.

Captain George Farish, USMC, is one of the top "life saving" helicopter pilots in Korea. Typical of Farish's work is a rescue that took place on a mountain road west of Wonsan. More than a score of Marines had been wounded and were hastily being treated by a doctor and a few corpsmen. Captain Farish dropped his 'copter down, loaded the two most serious casualties, and rushed back to the Wonsan airfield. For the next five and one-half hours he shuttled back and forth, carrying out the wounded. Each time he took off and landed on the mountain road enemy troops opened up on the helicopter. Bullets whizzed by, but neither Farish or his passengers were hit.

Captain Farish was particularly worried about one young Marine. He had three chest wounds and both arms were broken. "He was just a kid," says Farish. "A terrific blast must have hit him, because his jacket was blown off." Later a medical officer on a Navy hospital ship told Farish: "You got him here just in time. Fifteen minutes more and he would have died."

While thus far the greatest value of the helicopter in combat has probably been in rescuing personnel and speeding the wounded to rear areas, they have proved to be amazingly efficient at a wide variety of other tasks. Some of these:

- Marines are using helicopters for moving and posting security pa-

trols at advanced stations. Instead of foot-slogging over miles of rough terrain, patrols are air-lifted to advanced positions, lowered by hoist line if unable to land. Later they may be picked up and moved to other areas.

An example of the value of the helicopter in this type work was demonstrated last summer, when a marine patrol was ordered to scale a mountain and capture a small radio station atop it. It had to be done in a hurry, as enemy troops were reported to be headed for it also. The boiling Korea sun was too much for the mountain-scaling leathernecks, who fagged out with heat prostration. A



FLIGHT OF HO3S Helicopters passes overhead. To control a 'copter like these a pilot



PLANE GUARD helicopter swings in for a landing on USS *Philippine Sea* (CV 47) after launchings (left). Right: Marines rush from an HRP-1 'copter to form a patrol which will probe the enemy's lines, may then re-embark in 'copters.

helicopter scooped up the patrol and dropped them off at the station. The enemy troops were still far down the mountain.

- Isolated units are often completely supplied with food, water, ammunition and other critical items by helicopter. The wounded are carried out on return trips. On occasion, small isolated units have been supplied with a complete, steaming hot meal—courtesy of the helicopter.

- Helicopters are used constantly in Korea for artillery spotting and reconnaissance. The slow-moving 'copter can leisurely search every foot of ground, coming to a complete stop for a closer look if neces-

sary. Operating with the forward elements of security patrols, helicopters scout the area ahead, then dash back and inform the patrol what lies in front of them. Working with artillerymen and naval gunners, helicopter spotters select the best targets, pinpoint gunfire.

- The Navy is using helicopters extensively for anti-submarine patrol work, and for delivering passengers and mail between ships underway. Formerly destroyers had the job of delivering mail to ships and transferring passengers via breeches-buoy. It was a time-consuming, tedious task. Nowadays helicopters do the same thing in a fraction of the time.

The helicopter is even changing the silhouette of many of the Navy's capital ships. Scout planes on all the Navy's cruisers and battleships have been replaced by helicopters, and future vessels of these types will be built without the familiar stern crane and catapult. Not only has the helicopter eliminated the need for this equipment, but it has greatly simplified the problem of launching and recovering aircraft. When seas were choppy, skippers had to make big sweeping turns to create a slick for the plane to land on, then laboriously recover it from the water with a sled and crane. The helicopter simply drops on a stern platform, eliminating any need for the vessel to change its course or speed.

The use of helicopters in addition to destroyers as "plane guards" during carrier operations off Korea and

elsewhere have proven to be of considerable psychological as well as practical value. The 'copter can pluck a downed pilot from the water almost before the destroyer can change course. Sight of the whirly-bird hovering near the carrier is comforting to pilots making landings.

When a pilot goes in the drink during carrier operations, a helicopter can fish him out in two to four minutes, depending on weather and the sea—and how quickly the ship can maneuver out of the way.

If the pilot is uninjured, rescue is simple. The helicopter quickly moves over the man in the water and lowers the hoist line, which has a loop at the end. The dunked pilot thrusts his head and arms through the loop and is hoisted on board by the helicopter's power winch. Sometimes, however, rescue is not so easy.

When Lieutenant John J. Monahan, USN, piloting a helicopter from USS *Leyte* (CV 32), attempted to pick up the pilot of a *Leyte* plane that had crashed on taking off for a Korean patrol, the injured man was unable to fasten himself in the sling. The pilot probably would have drowned had it not been for some quick action by Daniel Cherry, AN, USN, the helicopter crewman.

Realizing the injured man could not survive long in the rough water, Cherry dived out of the hovering 'copter into the sea, swam to the dazed pilot and fastened the sling around him. Lieutenant Monahan, unable to let go the controls and get



must use both hands and both feet constantly to keep the craft in level flight.



HOVERING helicopter picks up an officer from deck of USS *Missouri* (BB 63) at sea. For safety, man is cradled in a sling and wears his Mae West life jacket.



NEW TYPE helicopters, plastic-domed HTL-4s (above), are appearing in the Fleet. Below: 'Copter gets ready for "drop" on fantail of USS *Kepler* (DD 765)



the injured man inside, was forced to leave Cherry in the water and returned to Leyte with the injured pilot dangling from the hoist line. Ten minutes later he returned and picked up crewman Cherry. "That was an awfully long 10 minutes," says Cherry.

A slow-moving helicopter is no place to be when enemy jet fighters are around, but a whirlybird in the hands of a capable—and scared—pilot can go through some weird gyrations when the pressure is on. Lieutenant Raymond A. Miller, USN, proved this in what was probably the first clash between a helicopter and jet fighter. Lieutenant Miller was flying deep in enemy territory on a rescue mission when three Russian-type MIG-15 jets showed up. His helicopter, with two passengers on board, had just left the ground when the jets pounced on it. Miller maneuvered the 'copter violently to get out of the path of enemy fire. They missed.

The blazing speed of the jets made it impossible for them to reverse course and quickly make a second start at the tiny craft. Before the jets could return for another run, Lieutenant Miller scooted his whirlybird out of sight, speedily returning to his ship.

A new type of helicopter has been delivered to Korea to supplement the venerable HO3S, which has been in use since the early days of the struggle. The new 'copter—the tiny HTL-4—arrived in Korea six days after leaving the factory. The craft had been partly disassembled, loaded on cargo planes, and flown one-third of the way around the earth. Crewmen and mechanics accompanied the new helicopters in another plane.

Flying an eggbeater takes a great deal of training.

Helicopter pilots require more extensive training than pilots of conventional aircraft. To qualify as a 'copter pilot, personnel must first be designated as heavier-than-air pilots, then undergo about 11 hours dual training in the HTL-1 helicopter. After logging 23 hours of solo flight in this type, they graduate to the HO3S-1. Spending 11 hours in the craft under the eye of an instructor, the pilot then begins clocking solo time. Pilots must have a total of 75 hours solo flight time in helicopters before receiving shipboard assignment.—Earl Smith, JOC, USN.



Bluejackets' Bliss

LUCKY SAILORS on a short leave in Japan can now spend it at one of nine comfortable Army rest hotels scattered about the main island of Honshu.

At one of these camps a bluejacket can swim, ski, ride horseback, go for a hike, play golf, ping pong, badminton or basketball—or just loaf.

Hungry, all he has to do is walk a few yards for a grand meal served in the best style. When tired he can hit the hay with no thought of morning reveille.

VACATIONING Navymen (upper left) try beginners' slope at Kambayashi, one of the rest camps. Reading clockwise—Snowshoed sailors take in a view. Quartet enjoys the chow. Four horsemen pose for a photo on the trail. Still wet from a dip, men frolic in the snow.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **RECRUIT TRAINING** — Training for recruits has been increasing from nine to 11 weeks. The extension of training affects those classes which have reported to training centers since 1 Apr 1951. BuPers also announced that the practice of granting recruits 14 days leave following graduation was reinstated in March. This practice had been discontinued last summer.

Recruit training was reduced from 11 to nine weeks in January 1951 due to the critical need for personnel afloat, and to the limited capacity of recruit training centers.

Recruits will now be granted leave from either the training center

or the receiving station or continental shore station to which ordered for further assignment. Taking this leave is optional, and the amount earned while in training will be counted as accrued annual leave.

• **REDUCED RAIL RATES**—Railroads have extended until 31 Jan 1952 reduced rail rates for all military and naval personnel on authorized leave, according to Alnav 24-51 (NDB, 31 Mar 1951).

The reduced round-trip fares are based on a rate of approximately two cents per mile—federal tax-free—as originally announced in Alnav 7-51 (NDB, 31 Jan 1951). Personnel

are subject to the same conditions as previously, in that they must be in uniform, traveling at their own expense with leave papers, pass or liberty card.

Tickets are good in coaches only within 90 days of the purchase date. The usual stop-over and baggage privileges are allowed.

• **EXCISE TAXES**—Activities operating on non-appropriated funds in the United States, Alaska and Hawaii are required to pay special Federal excise tax on coin-operated music and amusement machines, bowling alleys, billiard and pool tables.

A tax is due on each bowling alley, billiard and pool table in operating condition—regardless of location and whether or not a change is made for its use. Billiard and pool tables located in hospitals are exempt from tax if no charge is made for their use.

Further information is given in BuPers Circ. Ltr. 48-51 (NDB, 15 Apr 1951).

Chief Retires After Spending Almost All of 31 Years in Submarines

Here's a man who has spent more time under water than most sailors spend on top. Also, he spent more time in the Navy as a chief than most men spend in the Navy during their entire career.

Jacob Strosberg, ENC (SS), USN, is his name, rate and horsepower. U.S. Submarine Base, New London, Conn., was his duty station just before his retirement "on 31". Earlier duty stations included many other submarine billets; and his previous duty included 27 years as a CPO and five years at lower rates.

When Jake retired, personnel at the New London base gave him a rousing send-off. They presented him with a plaque that carried photographs of the Submarine Base and of submarines Jake had served aboard. The gift had been made by personnel in the base Engineering and Repair Department during off-duty hours. Jake's family was on hand to witness the impressive farewell presentation ceremony.

Submarine training was much different in 1918, when he took it, than it is now, Strosberg says.

He was billeted in a converted passenger ship while he went through sub school, and was given instruction at a commercial submarine-building yard which happened to be nearby at Groton, Conn.

The chief served continuously

in the Navy from December 1917 until this year, except for a two-year period after World War I. Except for a short period spent aboard the destroyer USS *Noa* in the early '20s, all of his duty was in submarines or connected therewith.—Dan Reilly, JO2, USN.



DEEP DUNKER from 'way back, Jake Strosberg, ENC(SS), proudly shows wife and daughter the plaque given him by his shipmates at New London.

• **MARRIAGE OF ALIENS** — Members of the armed forces who served during World War II—or persons holding World War II honorable discharges—may now bring certain alien spouses and unmarried minor children, previously not eligible for entry, to the United States under the provisions of Public Law 717, 81st Congress, as amended.

The new law temporarily relaxes restrictions on immigration to enable certain aliens to enter the country on nonquota immigration visas provided they can comply with the requirements. Persons of Japanese ancestry are included among those eligible under the law.

In the case of spouses, the marriage must have taken place on or before midnight 18 Mar 1952. To be eligible, prospective alien spouses must also have satisfactorily passed a local police check and a check by U.S. counterintelligence agents.

Illegitimate children, step-children and adopted children of races or nationalities not normally admitted are not eligible for entry under the provisions of this law.

• **REBURIAL OF KOREAN DEAD**—Navy deceased are being disinterred from Korean burial sites—in areas under United Nations control—and returned to the United States for final burial.

The remains of the first Navy deceased was disinterred and brought back in March. As conditions permit, others will be returned as quickly as possible.

This is part of the overall Department of Defense policy which states that United States personnel who have died and were buried in Korea, during the present conflict, would be returned to the U. S. for reburial in a national or private cemetery selected by the next of kin.

• **SUBMARINE TRAINING**—Three additional ratings will be accepted for training at the Submarine School, New London, Conn., if other qualifications are met, according to BuPers Circ. Ltr 31-51 (NDB, Mar 1951).

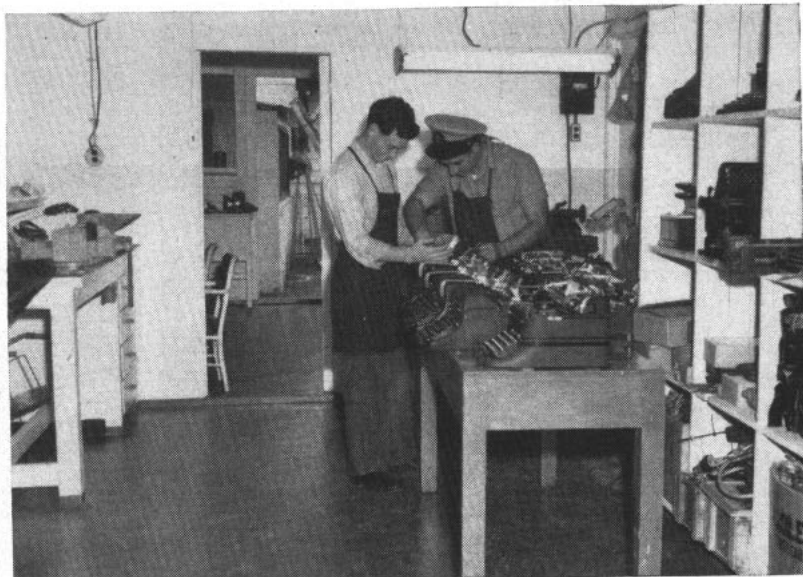
The additional ratings are stewardsmen in pay grade E-3, and first, second and third class radarmen and commissarymen. (For additional information on the submarine training program, see the article in *Bulletin Board* section.)



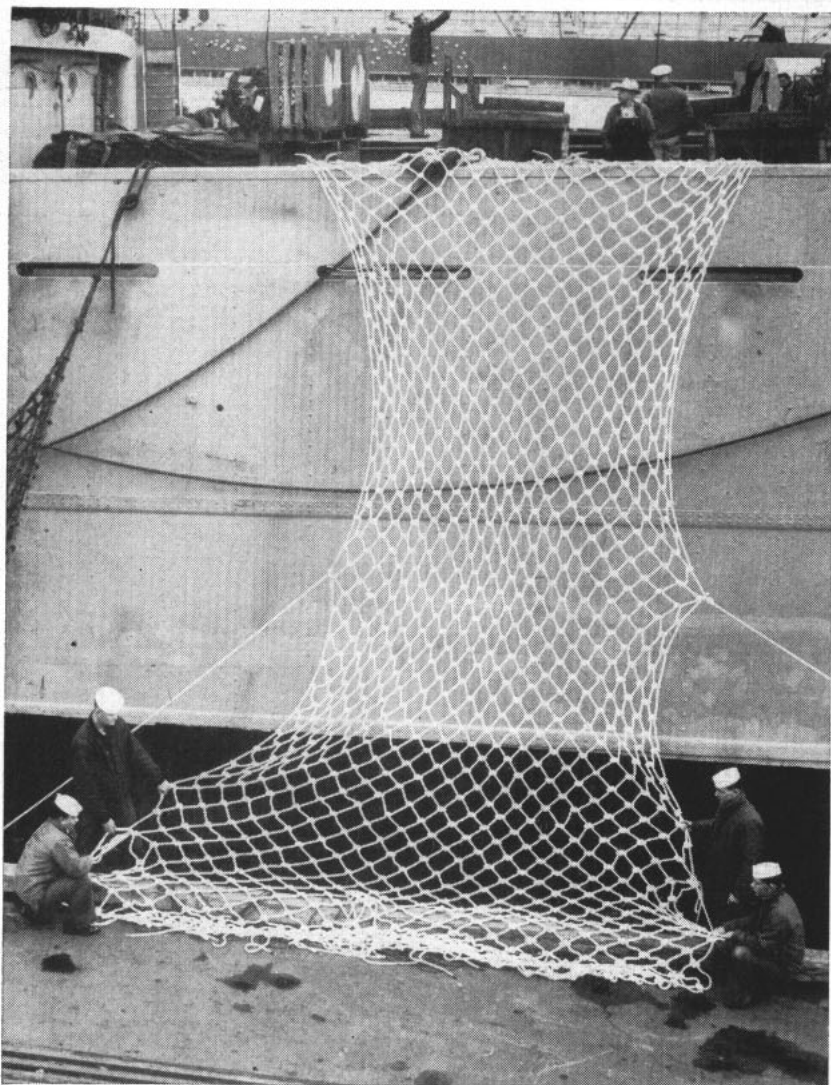
Typewriter Doctor

The merry clacking of typewriter keys echoes constantly from a two-room typewriter repair shop which has been set up by a chief instrumentman, Richard Robinson, IMC, USN, at CincPac headquarters, Pearl Harbor.

By doing the work in his shop instead of sending the machines out, Robinson figures he saves the Navy plenty in repair costs. In the shop (above) Robinson gives a typewriter a shot of oil spray. Center: Oven bakes on a new finish. Below: With his only helper, the chief gives one of his machines its final check-out.



Experts at



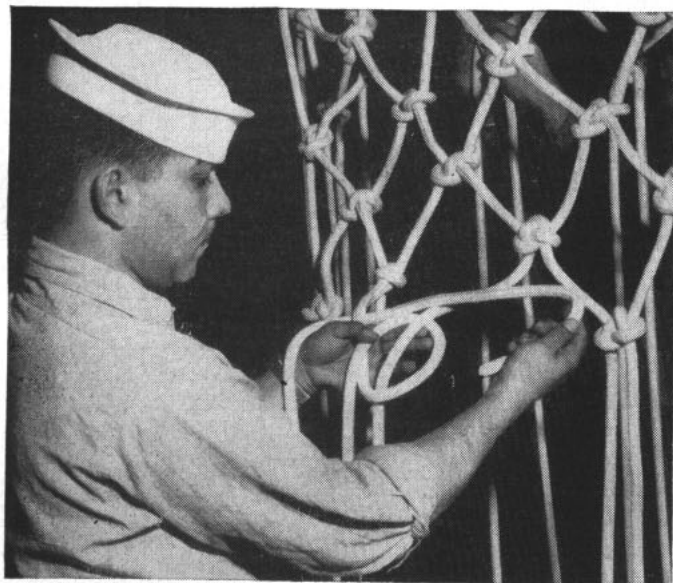
SAFETY NET to catch droppage is rigged to a ship. Sailors of the Navy's cargo teams must not only unload supplies but truck them away as well.

GETTING cargo vessels and transports properly loaded on schedule is one of the major problems of the Navy in wartime, particularly when launching large scale amphibious operations. Thousands of tons of vital supplies of all types must be stowed in the holds of these vessels in their proper sequence. At the destination, these supplies must be discharged in a steady flow.

The highly important job of loading and discharging ships is the specific responsibility of the Navy's cargo handling battalions. Trained in all phases of modern cargo handling, they're experts at swiftly loading and unloading ships. Their operations include slinging cargo, use of fork trucks and cranes, rigging of ship's gear, operating ship's winches, stowage of cargo, handling heavy lifts, and shoring cargo.

Two of these battalions are currently in an active status. Cargo Handling Battalion No. 2 was trained under an intensive program by experienced officers of the Supply Corps at the Naval Supply Center, Oakland, Calif. Three small units of this battalion have already seen temporary duty in the Far East to further their practical training. The entire battalion has been assigned to Guam, where it will supplement the existing stevedore force.

This battalion is a self-sustaining,



NYLON LINE (left) is now being used for nets. Right: RADM M. L. Royar checks color guard at battalion inspection.

Cargo Handling

mobile unit. It is capable of operating independently when away from continental shores. When it moves into remote areas, the battalion is equipped to set up its own quarters, galley, and repair shops. It has its own medical, dental, commissary and supply personnel, as well as an administrative and disbursing division. The battalion carries several thousand tons of its own working equipment wherever it goes, including trucks, trailers, cranes, lumber carriers, fork lifts, nets, slings and other cargo handling gear. Accompanying this equipment are the shops necessary for maintenance and repair.

Some 504 enlisted personnel and 20 officers are assigned to the battalion. The enlisted personnel are made up of a wide variety of ratings, including builders, boatswain's mates, drivers, construction electricians, mechanics, cooks, bakers, butchers, damage controlmen, foremen, pipefitters, gunner's mates, metalsmiths, hospital corpsmen, quartermasters, storekeepers, stewards, and seamen. In addition to their regular duties, these men are taught how to fight a defensive action ashore, and are equipped with small arms and grenades.

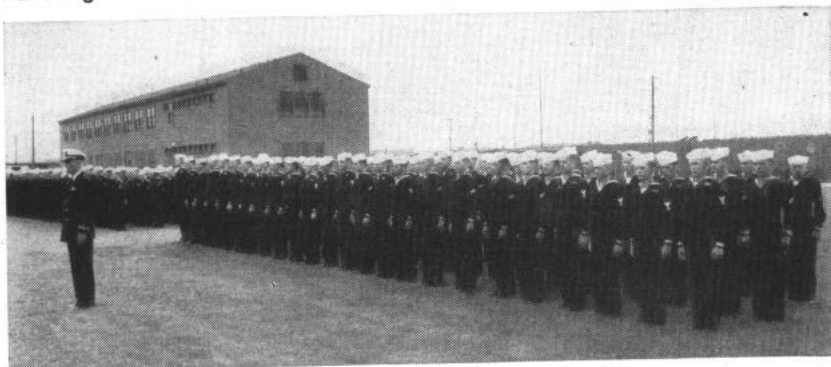
Cargo Handling Battalion No. 1 organized by the Bureau of Yards and Docks during World War II as part of naval construction battalions. They had the job of performing stevedoring chores at advanced bases. Later it was determined that stevedoring was a function of supply, and the organization was placed under control of the Bureau of Supplies and Accounts.

As presently organized, a full-strength cargo handling battalion can furnish five hatch gangs, working simultaneously for two 10-hour shifts. They not only load and unload ships, but truck the cargo to or from supply depots and dumps. This outfit is capable of discharging 2,400 measurement tons of cargo during a 24-hour period. Roughly, that's enough supplies to keep an infantry regiment going for 40 days.

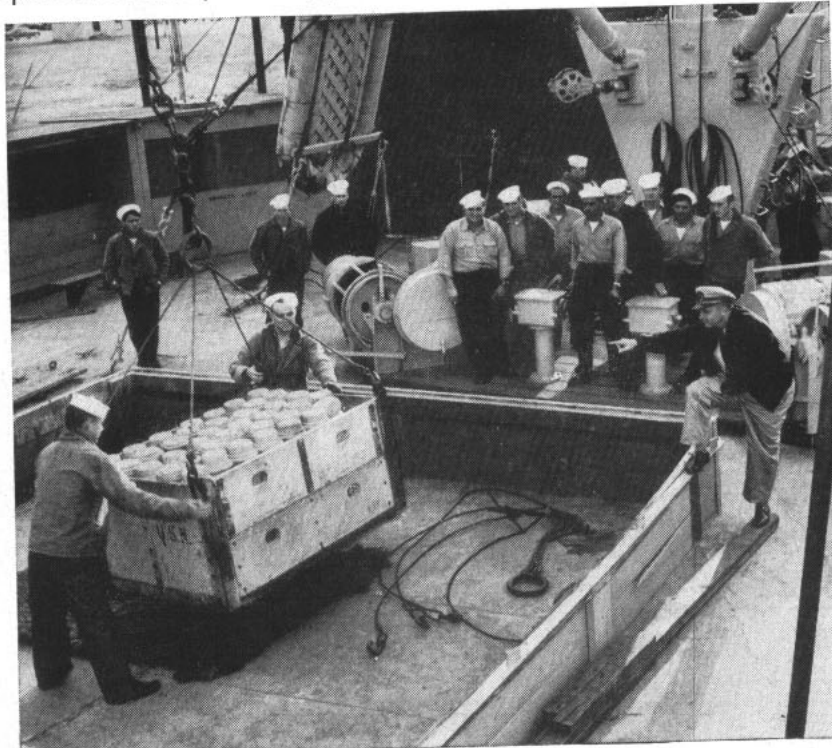
Organized and trained on the East coast, at Norfolk, Va., Battalion 1 has also sent some of its men to overseas bases for some on-the-spot experience.



QUONSET HUT is erected by men during realistic training exercises. Cargo handling battalions must be self-sustaining when they reach advanced area.



READY TO GO, members of Battalion No. 2, Oakland, Calif., line up for inspection. Below: Dry-land ship provides training for apprentice cargo handlers.



Sea Power and Korea



HOMEWARD BOUND escort destroyers plod through stormy seas on their way to the U.S. under the rotation plan.



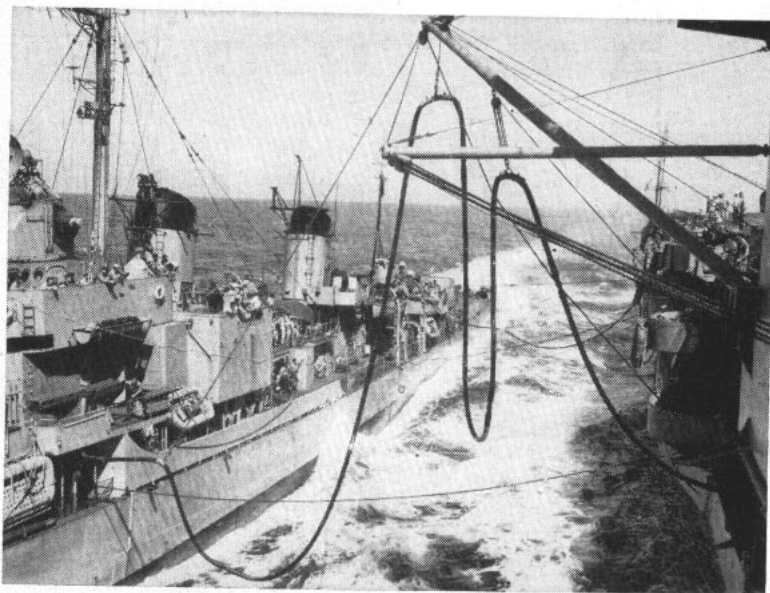
WELCOME BOAT, USS PC 581, flies classy banner as she pulls away from her Newport, R. I., pier to greet the four returning escort destroyers.

AS ACTION in Korea entered its 11th month, the Communist enemy was finding it costlier than ever to make gains against the experienced U. N. forces.

On the ground, the enemy was forced to sacrifice men at the rate of 10-1 or even 20-1 to capture a hill or town. He was defenseless against U. N. fighter planes and dive-bombers which slashed at him out of the sky.

And behind the lines — in North Korea — things also were tough for the Communists.

Every day allied communiqués



OFF KOREA, USS *Missouri* gun crew clears the deck. Right: USS *McCaffery* refuels from USS *Palau* (CVE 122).

told of more bridges, viaducts, factories, warehouses, railways, tunnels, supply dumps and gun emplacements blown to bits by a well-placed bomb or rocket. Some days, Navy, Marine and Air Force pilots (plus some British RAF planes) flew 1,000 sorties. The result has been well over 100 major bridges alone destroyed or damaged.

This bridge-busting campaign is part of a well-planned program of destruction which has been underway for three months. It is intended to cut every major route into allied territory and thus make offensive action extremely difficult.

The Navy's fast carrier Task Force 77, ranging up and down the Korean coast much like the famous Task Force 38, blanketed the China coast in World War II, could take credit for much of this rear-area damage.

The Navy divebomber, the AD *Skyraider*, was ideally suited for the task of bridge bombing and *Skyraider* pilots reported as many as eight hits out of 12 drops.

In addition to blasting the enemy during daylight hours, carrier-based planes have now also begun to paste the Communists at night. This calls for a special night-flying plane nicknamed the "heckler."

Heckler aircraft operate between dusk and dawn and are of three types: The dusk heckler which is launched from the carrier about sunset and lands aboard well after dark; the dawn heckler who completes his mission and lands aboard about sunrise; and the night heckler who works the dark hours in between.

The hunting is usually excellent. Enemy troops and truck convoys, which face almost certain destruction if they move during the day, must expose themselves to the hecklers at night. As a result, heckler pilots report destroying some 100 vehicles and eight railroad trains in two months of flying.

Another new technique developed by TF 77 is that of catapulting *Panther* jet fighters with a bomb load — a feat never before accomplished. The honor of being the first pilot shot off with a load of bombs in his plane went to Lieutenant Commander George B. Riley, USN.

Although these bomb-toting jets cannot carry loads potent enough to destroy a heavy steel span, they



PREPARING for another strike in the Navy's bridge busting campaign in Korea, Panther jet is refueled on flight deck of USS Philippine Sea (CV 47).



BIG GUNS of USS Missouri send a salvo toward enemy lines as a signalman blinks. Below: USS Manchester (CL 83) loads from USS Paricutin (AE 18).





MARINES cross river on tank in the central area. Right: A platoon leader uses telephone on back of a moving tank.

can lend a powerful assist to dive-bombers by taking care of the wooden replacement bridges which the Communists throw up after their permanent bridges have been knocked out.

While Navy planes demolished bridge after bridge in the enemy's backyard, ships of the Fleet were pounding his flanks with accurate shellfire.

In one typical operation, *uss Missouri* (BB 63), aided by its helicopter which hovered over the spot and directed fire, blew up a railway bridge and mangled 100 feet of track with three direct hits with her 16-inch projectiles.

The cruiser *uss St. Paul* (CA 73)

showed who had mastery of Korean waters by cruising as far north as Chongwin near the Siberian border to shell targets ashore.

Under cover provided by *uss Manchester* (CL 83) and supporting destroyers and frigates, a small amphibious force of ROK marines landed and seized Hwangrodo Island just off Wonsan on the east coast.

Meanwhile, certain Navy ships and Marine Corps units were being sent home under a rotation policy. Fresh ships and troops were ordered to the battle area to replace them. The second batch of Marines to come home arrived aboard the transport *Gen. George M. Randall* (TAP

115), ready for a rest after months of combat.

In other changes, the carrier *uss Boxer* (CV 21), making its third trip to the Far East, replaced *uss Valley Forge* (CV 45) in Task Force 77. The "Happy Valley" left for home after many months of front-line action.

Four destroyers which had furnished gunfire support along both coasts of Korea reached Pearl Harbor after eight months in the Western Pacific. They were *uss Rowan* (DD 782), *uss Gurke*, (DD 783), *uss Henderson* (DD 785) and *uss Southerland* (DDR 743).

A division of escort destroyers arrived in Newport, R. I., after an



AIR CONTROLLER calls for a strike on an enemy-held ridge. Right: A grim leatherneck inches forward under fire.



INTO PORT at Pearl Harbor comes USS *Tilefish* (SS 307). Right: Navy and Army men fight fire at Pusan supply dump.

eight-month cruise which covered more than 60,000 miles. The ships were the *uss Fred T. Berry* (DDE 858), *uss Norris* (DDE 859), *uss Keppler* (DDE 765) and *uss McCaffery* (DDE 860).

The DDEs, too, had operated much of the time with Task Force 77 and had stayed at sea for as long as 42 days at a stretch, rearming, refueling and reprovisioning on the run. *McCaffery* once spent 51 days without making port.

The fast-moving tin cans participated in shore bombardment of enemy troop concentrations along the coast and were active in the successful evacuation of Hungnam.

Detection and disposal of floating mines kept all hands alert, crew members reported, and a number of mines were exploded before they could do any damage. Rescuing pilots was another important mission assigned to the escorts.

On one such mission, *Norris* received orders to leave the formation and investigate a Chinese junk which had been spotted.

Norris located the junk and hove to. A boarding party was sent over to the suspicious-looking craft. Climbing on board, however, the investigating sailors found nothing more dangerous than 21 exhausted, frostbitten South Koreans who were brought back to the ship, given medical treatment and later put ashore.

Norris then called on Navy dive-bombers to fly over and send the junk to Davy Jones' locker — it was a menace to navigation.



ROUGH SEAS fail to stop oiler USS *Cimarron* (AO 22). Below: Honor guard salutes Gen. Randall as transport leaves for U. S. with first American dead.



Brief news items about other branches of the armed services

★ ★ ★

WOMEN MEMBERS OF THE U.S. ARMY will be a new treat to the eye as they begin to appear in their remodeled uniform of new color and trimmer cut.

Gone is the masculine-looking lapel-type coat in the new uniform whose wearing was first authorized on 1 March. Gone are the severely buttoned blouse pockets; gone is the man-type shirt and tie. With us is a new color—a moleskin yellow known as taupe; present is a more streamlined design, especially in the forecage area.

The new taupe wool uniform comes with either of two types of jacket, both with chic round collars. One jacket is a five-button sleeve-length model, and the other is a short, trim "Eisenhower jacket" with a snug high-fitting waist band. Both jackets are identical for officer and enlisted, except for inconspicuous insignia. Either can be removed while working at a desk, indoors, leaving a tieless, insignia-less cotton blouse.

The new uniform can now be purchased commercially, but its wearing will not be mandatory for some time. Also forthcoming is a beige taupe cotton chambray broadcloth one-piece summer service uniform.

★ ★ ★

INFANTRYMEN AND MEDICAL PERSONNEL of the Army who won the Combat Infantryman Badge or the Medical Badge in World War II and are fighting in Korea may now be awarded a reissue of their badge with a distinctive silver star added.

Design of the badges is unchanged for the first award, whether it occurred in World War II or in the present Korean conflict. The new silver star is added to the basic design for the second award.

The Combat Infantryman Badge and the Medical Badge do not represent individual acts of heroism. They are awarded under certain circumstances for exemplary performance of duty and high proficiency. They are worn above the left breast pocket of the uniform, above medals or service ribbons. The stars representing second awards are an integral part of the badge.

AN OBSERVATION-RECONNAISSANCE plane that can take off and climb vertically, then fly like a conventional aircraft, is highly desired by the Air Force. They are anxious for someone to design such a craft.

Such an aircraft—generally called a "convertiplane"—would be required to make slow vertical take-offs and landings, then travel with sufficient forward speed to meet combat requirements. To accomplish this, the power plant of the craft must be able to switch its "thrust" from vertical to horizontal, then back to vertical again, while in flight. No power plant has yet been built that could accomplish this.

The proposed plane would absorb all the desirable features of both the helicopter and the reconnaissance plane. Helicopters can land and take off vertically, but are limited to a forward speed of about 100 miles per hour. Reconnaissance planes have the desired speed, but require a runway for landing and taking off.

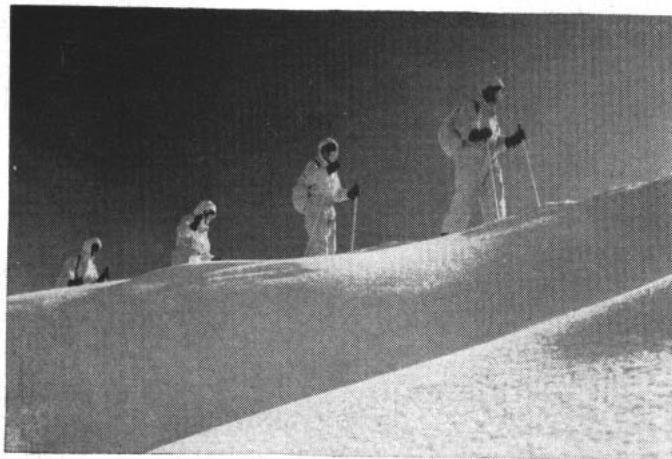
Designers point out that the great amount of power required for the initial vertical climb has been a major obstacle to developing such a craft. However, new lightweight, high power jets and improved internal combustion engines may overcome this barrier in the foreseeable future.

Seventeen aircraft companies have already submitted designs for a "convertiplane." The Air Force is now evaluating these designs, and estimates the first prototype "convertiplane" will appear in the next three years. In the meantime, they are conducting a "design competition" to get the ideas of more designers on how such a craft should be built.

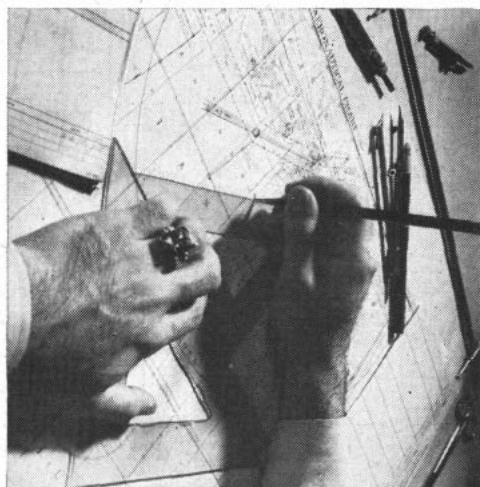
★ ★ ★

A CRIMINAL INVESTIGATION LABORATORY, the only one under military control in the U.S., is maintained by the Army's Provost Marshal General's Center at Camp Gordon, Ga. It is now providing training for officer and enlisted investigator specialists of all branches of the armed forces.

This laboratory is equipped with modern scientific apparatus for every kind of chemical analysis, microscopic and toxicological examination, ballistics test and photographic examination.



MOUNTAIN TROOPS—In snow-covered Colorado, the Army each winter trains men to be instructors in winterized warfare. Rugged in scope, course includes cross-country trips under full pack (left) and the handling of weapons (right).



MAP MAKERS are important to all services. Left: Two Army Map Service craftsmen in a model shop arrange terrain risings on a base-relief map. Right: An Aeronautical Chart Service draftsman adds helpful hints for pilots to air map.

THE *CANBERRA*, a British all-weather twin-jet light bomber, is being tested and evaluated at Wright-Patterson Air Force Base, Dayton, Ohio.

Powered by two turbo-jets, with more than 6,000 pounds of thrust each, the *Canberra* made the fastest Atlantic crossing in history when it flew 2,100 miles from Northern Ireland to Newfoundland in four hours and 40 minutes. It did not approach its rated speed of more than 600 miles per hour, however, because of strong head winds.

The *Canberra* has a 64-foot wingspread. Its three-man crew is seated on ejection seats in a pressurized cabin.

One of the aircraft's chief merits is its maneuverability. It has a variable incidence tail plane, designed to give positive control at high speeds, and "finger" dive brakes on the wings. The *Canberra* can perform all normal fighter maneuvers, including vertical rolls.

Originally designed as a high-altitude radar bomber, tests have proven it to be just as effective at low level operations in support of ground troops.

* * *

AIR-TO-AIR REFUELING of the Air Force's B-47 *Stratojet* has been successfully tested.

Using the "Flying Boom" method, the *Stratojet* — a six-jet medium bomber — was refueled while in flight by a KC-97A tanker aircraft.

The Flying Boom refueling system makes use of a telescoping metal pipe which transfers gasoline from the tanker to the receiving plane. Refueling can be accomplished in the air at greater speeds, higher altitudes, and under more varied weather conditions than has been possible with older systems.

* * *

THE AIR FORCE now has a "Flying Schoolroom" Designated the TB-50D, the craft is a modified version of the Boeing B-50 *Superfortress* and will be used to train students in navigation and visual and radar bombing.

All gun turrets and armor, the central fire control

system and the rear bomb bay equipment were removed from the four-engine medium bomber to make room for two student navigators and two student radar operator training stations. Stations for one navigator instructor and one radar bombing system instructor were also included.

The B-50 was chosen for modification because it can simulate altitude and speed conditions experienced in high-speed, high-altitude jet bombers. When the students complete their training, they will serve as combined navigator-bombardier-radar operators on jet bombers, such as the B-47 *Stratojet*.

* * *

A COAST AND GEODETIC FIELD SURVEY team has gone to work at Point Barrow, Alaska.

Known as "Operation Coldfoot", the survey calls for a detailed study of the coastal and inshore water areas of the entire Arctic coastline of Alaska. The survey field party's job includes photogrammetric compilations of the land areas, hydrographic surveys, and triangulation — a highly accurate and rapid method of ascertaining positions on the earth's surface by measuring angles on previously determined positions.

Logistic support for the party's headquarters at Point Barrow and base camps at Pitt Point and Milne Point will be provided by the Air Force.

* * *

THE WALKER BULLDOG light tank, labeled by the Army as the world's finest, is now in mass production, with the first production-made tanks rolling off the assembly lines.

Known as the T-41, its gun, maneuverability and speed exceed "the best there is today," an Army spokesman declared.

An eye-opening fact in its production is the nation's ability to marshal quickly its defense production facilities. To produce the tank required 1380 first line subcontractors, and these contractors in turn called upon upward of 6,000 sub-subcontractors in 24 states.



Malta: Mediterranean Mecca

AS A BREATHER from joint naval exercises with British, French and Italian units, U. S. sailors were given a chance to explore the British island colony of Malta.

A small green dot in the blue Mediterranean, 60 miles south of Sicily, 180 miles north of Africa, Malta has a significance far greater than its size. During the dark days

of World War II, despite almost daily bombings by the Nazis, RAF planes emerged from their underground hangars to range the sea lanes and tie a crippling knot in the German line of supply to North Africa.

Although Britain continues to maintain a powerful naval and air base on Malta, there is more to the

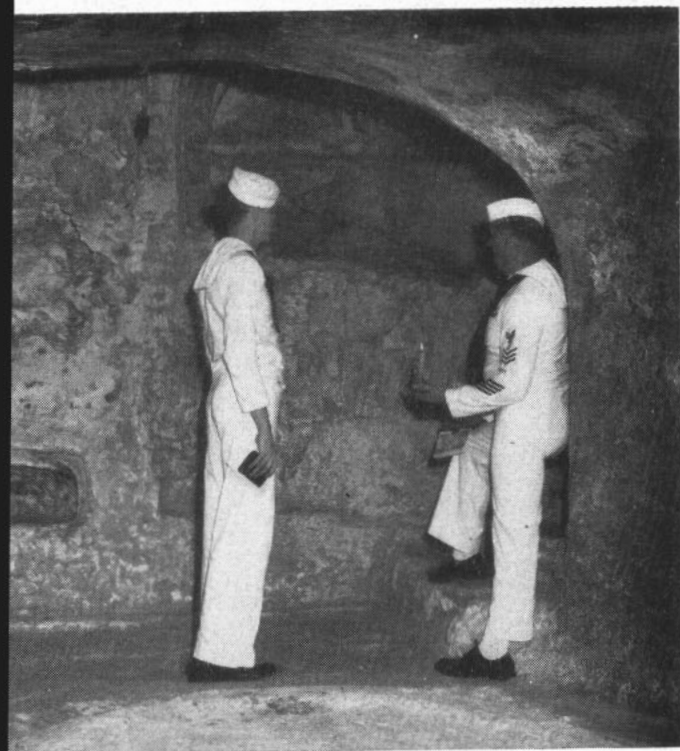
tiny island than ships and planes, the Navymen found.

Malta has been conquered and reconquered a dozen times in several thousand years. Each conqueror has left his imprint on the island's culture.

The island's people reflect these many conquerors in their appearance and language. The native's skin is



SIGHTSEERS from USS *Columbus* (CA 74) and USS *Des Moines* (CA 134) take a snapshot. Right: Yank meets British tar.



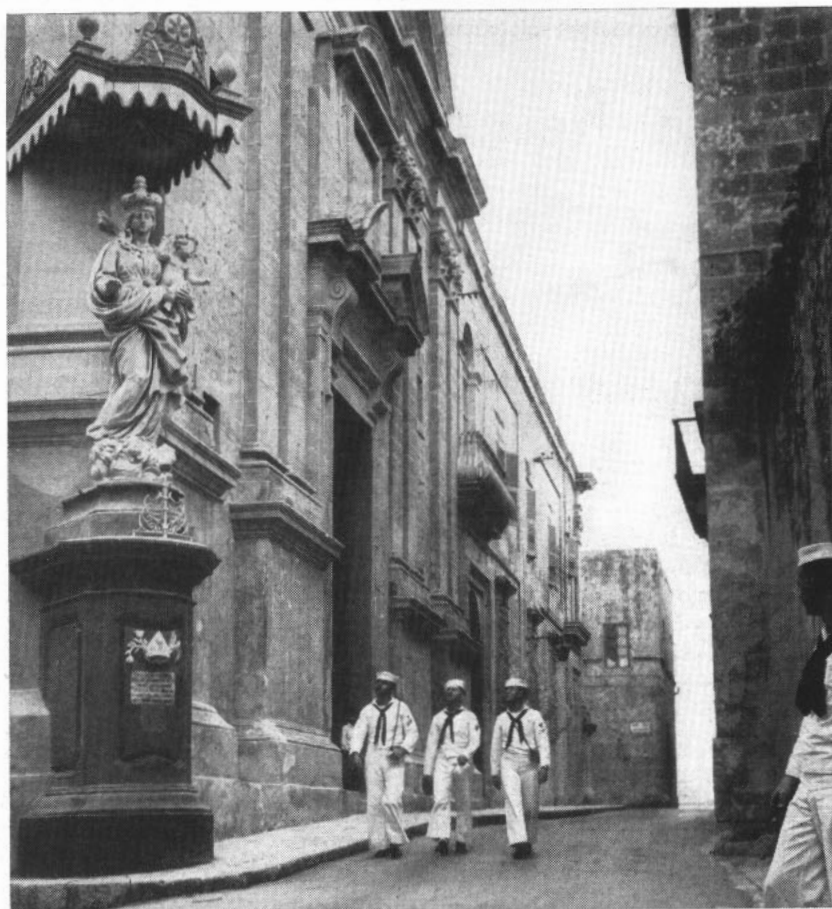
CATACOMBS beneath St. Paul's Cathedral prove interesting. Right: Navymen examine embroidered silk and lace.

dark like that of his early forebears, the Phoenicians, and he speaks a tongue which is a mixture of Phoenician, Arabic and Latin. Although English is taught in the schools, the official tongue remains this combination of dialects, Maltese.

The sightseeing bluejackets saw odd-looking monuments erected by an ancient race that came to Malta from Africa, well constructed cisterns, tombs and towers built hundreds of years before Christ by the seafaring Phoenicians and damp catacombs hewed out of solid rock by the Romans.

They explored neolithic caves in the hills, the ancient walled city of Mdina and the luxuriant palace and gardens of the crusading Knights of Malta. Many of the historical buildings and monuments, scarred by the bombings, are now being repaired by Maltese stonemasons.

With souvenirs plentiful, Navy-men found that the island was regaining its economic health. Farmers each day bring into the cities bulging carloads of grain, corn, potatoes, onions, oranges, figs and grapes from the fruitful countryside. Cattle herds are being rebuilt and fishermen are once more hauling great catches out of the blue Mediterranean.—Kenneth Barnsdale, JO1, USN.



ADMIRING sailors stride down a canyon-like street in ancient city of Mdina. Statue at left is Italian, one of the many historical pieces that dot the island.



TRAINED MEN who have maintained their many skills as Reservists have been vital to the Navy's current expansion.

Naval Reserve Pays Off in Preparedness

HOW BIG A ROLE are Naval Reservists playing in the Navy's current program of expansion to meet the international situation?

And how are Naval Reservists adjusting themselves to their new jobs as they return to active duty, either voluntarily or involuntarily?

The answers to both these questions are very favorable. With a membership pool of more than 1,000,000 sailor-civilians, the Naval Reserve has already proved itself a valuable investment to the naval establishment and the Nation.

"When our reserve strength in readily available trained men matches our tremendous reserve strength in the ability quickly to produce war material," said Secretary of Defense Marshall, "then this country will be so powerful that its views on peace will be compelling."

As one of the major methods of achieving this end in manpower, Secretary Marshall stated, "We are steadily ordering to active duty men and units of the Reserve components."

More than 200,000 Naval and

Marine Reservists are now on active military duty, the Secretary of Defense announced early this year, along with six divisions and over 70 other separate combat units of the National Guard, and personnel from 47 Air Guard and Reserve wings and organized air units. These figures have of course increased since that time, but they serve to indicate the ready availability of Reservists of all the armed services to do their part in building up the strength of the nation.

What kind of active duty billets are being assigned to members of the Naval Reserve? Are they ready to go aboard ships as full-fledged members of the crew?

Significant of the training and experience of these part-time sailors is the fact that a large number of Reservists were in the combat zone

shortly after they returned to active duty.

"It is no secret that our Reserve personnel represent a considerable proportion of the personnel on many ships and aircraft in the combat zone in the far Pacific today," says Assistant Secretary of the Navy for Air, John F. Floberg. The same is true of many other ships which we have put back into service or which are being readied for sea duty now.

"In general, some 70 per cent of the Reserve who have been recalled to date are on active duty with ships and aircraft of our operating fleets. An additional 15 per cent has been assigned to overseas bases. The rest are being retained in the continental United States to assist in the recall program," according to the Assistant Secretary of the Navy, who is himself a member of the Reserve.

Many Naval Reservists now serving on active duty are veterans of World War II, which accounts for their ability to take on the highly technical and skilled assignment of shipboard life.

A great share of the credit for

**Personnel on Active Duty
Are Proving Value of
Extensive Training Program**

the readiness of Reservists goes to the intensive training program organized in the peacetime Naval Reserve which was started by the Navy immediately following the end of the last war.

This plan provided for a broad Reserve training program, good instructors, and the most advanced type of equipment, instructional materials and facilities.

Strung across the nation in strategic locations is a chain of more than 300 modern Naval Reserve Training Centers and 27 Naval Reserve air stations, which are equipped with millions of dollars worth of training devices, educational aids and actual shipboard equipment.

These facilities are available not only to the Organized Reserve drilling activities but also to many members of Volunteer Reserve units, who attend drills without pay.

The Organized Reserve at the beginning of the Korean crisis boasted 1,700 organized drilling units, plus 234 brigade and battalion staffs. These units ranged from amphibious beach groups and ship repair divisions to surface, submarine, and aviation outfits.

Augmenting the training facilities of 316 Naval Reserve Training Centers, a total of 78 Navy surface vessels, ranging from destroyers to PCE patrol craft, plus 26 permanently moored submarines and hundreds of aircraft have been assigned to naval districts and the Chief of Naval Air Reserve Training specifically for the purpose of providing "on the job" training.

At the same time in the Volunteer Reserve there have grown up nearly 2,000 training units whose members meet regularly for classroom and seminar instruction, including lecture courses, special films and field trips.

These volunteer units study everything from industrial mobilization to automotive transportation. They include ordnance units, harbor defense and electronic warfare activities, public relations and naval research groups—to name just a few of approximately 30 different varieties.

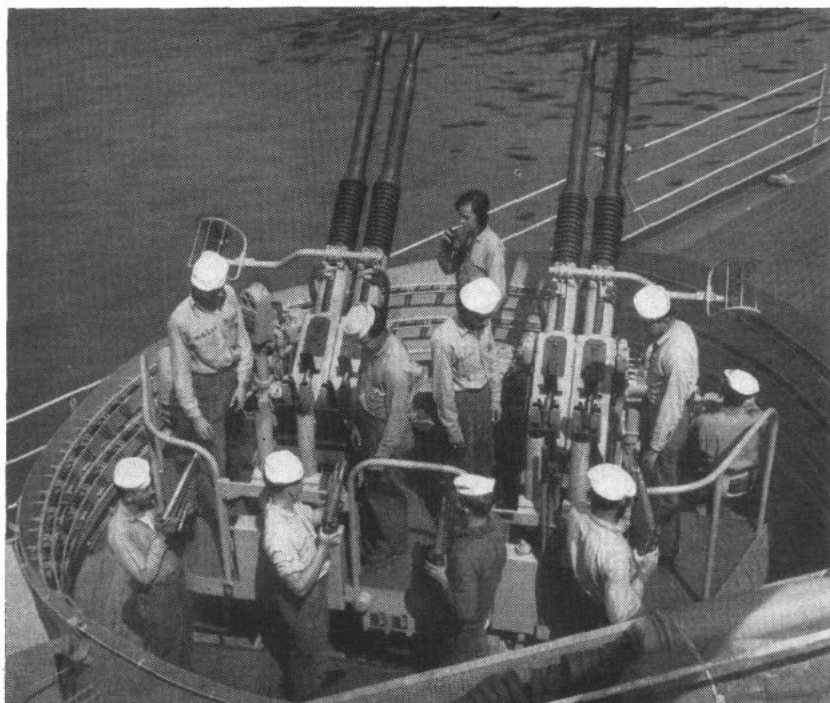
To supplement Volunteer and Organized Reserve drill training, and also to provide instruction for those Reserve personnel who are unable to join a drilling unit, the Navy has made available for home study approximately 125 officers' corre-

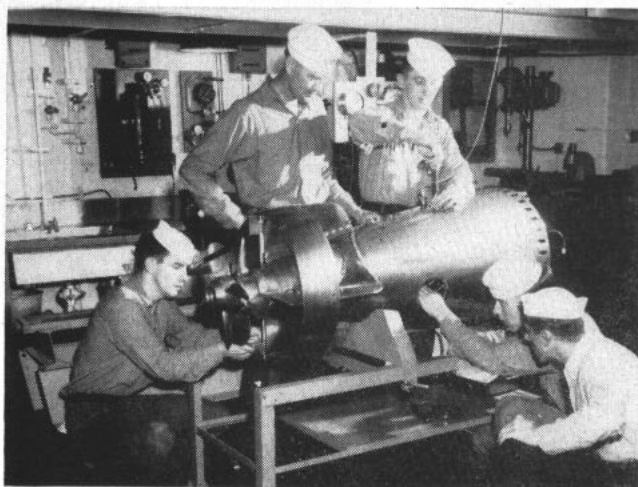


OFF FOR DUTY, Naval Reservist enjoys a last chat with his family. At last count, more than 200,000 Reservists were back on active duty with the Fleet.



INDOCTRINATION brings World War II veterans up-to-date with present practices. Below: Reservists easily pick up forgotten skill of firing a 40-mm.





TORPEDOMEN brush up on torpedo operation aboard USS *Coral Sea*. Right: a signalman flashes a message to a DD.

spendence courses, 165 enlisted Navy Training Courses, and the first 30 of some 260 enlisted correspondence courses.

Purpose of these courses is to provide naval personnel with textbook materials which they can study in their spare time. Here are some of the titles: "Use of Blueprints", "Fundamentals of Electricity", "Aircraft Electrical Systems", "Basic Machines", "Introduction to Radio Equipment", "Naval Orientation", "International Law", "Seamanship", and "Ordnance and Gunnery."

The Naval Reserve has offered annual two-week training to its members, aboard ships of the fleet

or vessels assigned to naval districts, in more than 90 shore school courses, 22 special aviation courses, and at Navy yards and other activities.

Last year 120,000 Reservists took advantage of this opportunity for 14-day refresher training in their naval specialty.

All these training facilities for members of the Navy's civilian component are returning the investment in Reserve readiness today. As one example, the extent of this readiness is indicated by the statement of the Chief of Naval Air Reserve Training, Rear Admiral Austin K. Doyle, USN.

"Conclusive proof to me of the

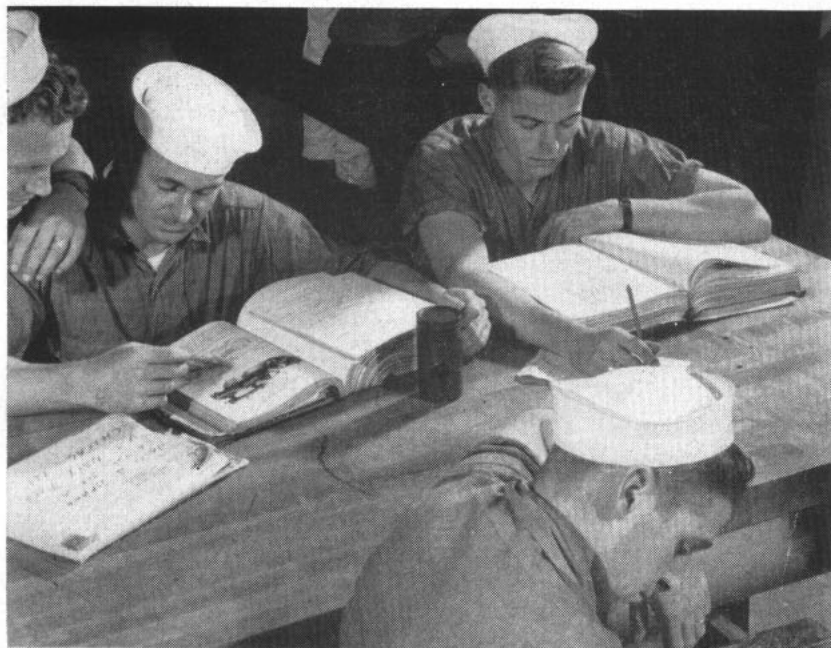
Naval Air Reserve's high standard of efficiency was in the dispatches that we received from the Commander-in-Chief of the Pacific Fleet and the Commander, Air Forces, Pacific Fleet, commending the squadrons that we sent to active duty after they had inspected them on their arrival at San Diego within seven days after they had been called.

"We are very proud of the performance of duty of the Naval Air Reserve Training Command, during the year 1950," Admiral Doyle continued. "Not only have they maintained their proficiency, they have done so with the highest safety record in the Navy, and the performance of the squadrons which we sent to active duty has come up fully to all expectations.

"We feel that our Weekend Warriors have maintained themselves ready at all times. This has not been accomplished without sacrifices on the part of the individuals concerned."

From the first weeks of the Korean crisis, Naval Reservists have participated in combat action both aboard ship and ashore. Comprehensive reports covering Navy casualty lists, as far back as last November, listed one-tenth of the Navy's total casualties among the dead, missing and injured as Naval Reservists.

The role played by Naval Reserve medical officers has drawn the praise of Secretary of the Army Frank Pace, Jr., reporting to Defense Secretary Marshall on a group of 570 Naval Reserve medics who were ordered to active duty and detailed to the



SHIPBOARD STUDY plus knowledge gained through experience and training in local armories ashore, will prepare Reservists for advancement in rate.

Army, which was suffering an acute shortage of medical personnel.

"All echelons of the Navy Department," the Army Secretary said, "who participated in this project exhibited superior cooperation." He added, "I can wholeheartedly report that the project has been a complete success, with the Army receiving a very fine group of doctors who exhibited an excellent state of morale when they departed for their permanent stations."

This comment is typical of statements by high government personnel who have had occasion to study Reserves ordered back to active duty.

From the standpoint of health, it appears that the average Reservist has a high rating. The excellent physical condition of Reservists is shown in statistics which indicate a "minimum of rejections for medical reasons."

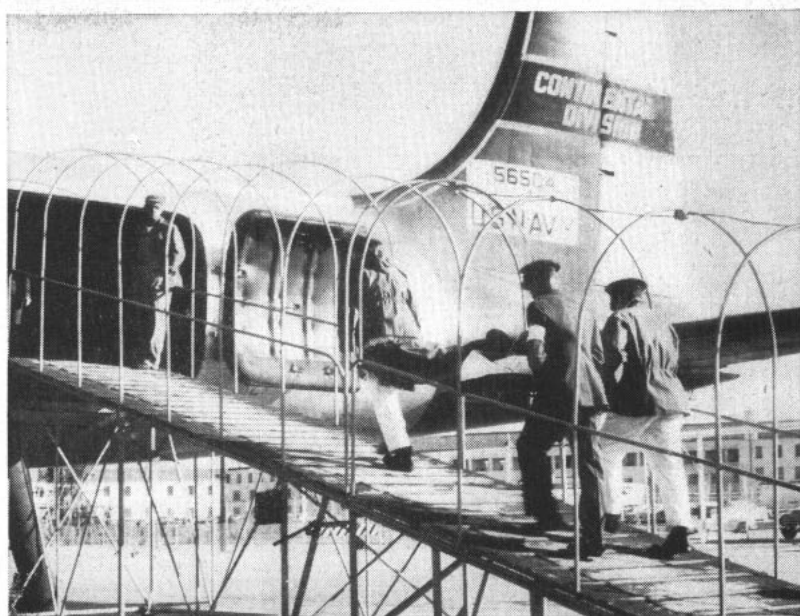
After the Korean crisis began, the Navy announced that Naval Reservists would be ordered into active service both voluntarily and involuntarily. It is from the source of volunteer requests for active duty that the Navy turns first to meet its needs for personnel. Then it draws upon members of the Organized, Fleet and Volunteer Reserves for its requirements.

Whether ordered voluntarily or involuntarily to active duty, the Reservist often finds himself confronted with numerous problems in adjusting himself to military life.

"The sacrifice asked of the Reservist," says Assistant Secretary of the Navy Floberg, "is generally greater than that of the average citizen. These sacrifices are above and beyond those required of the civilian, and in themselves they are above and beyond whatever discomfort, separation, physical hazard, and other factors which are always involved in military service."

While the expansion of the naval establishment means more Reservists will be ordered to active duty, the Navy is stepping up recruiting of new members to replace the numbers being assigned to active duty voluntarily and involuntarily.

The present Reserve training organization and numbers of drills will remain in effect, since it has already been more than satisfactorily proved that Reserve training "pays off" in preparedness.

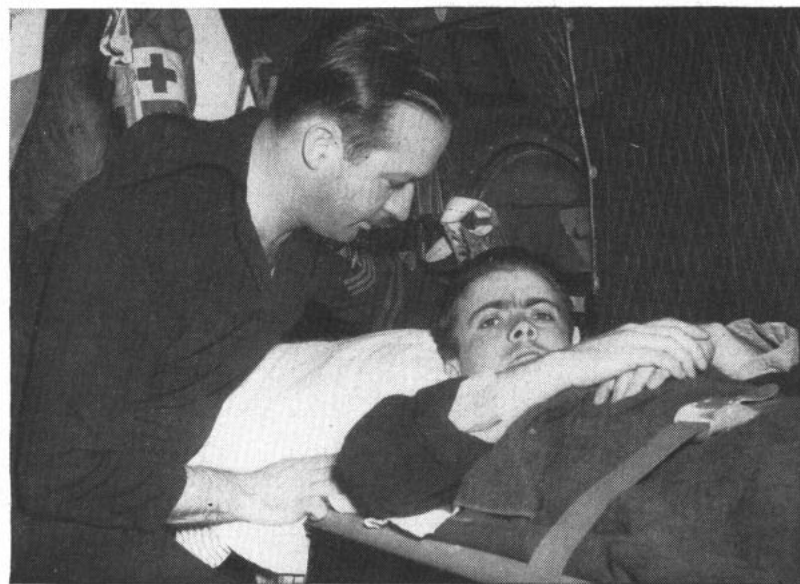


Flying the Wounded

Within days or even hours from the time he arrives in the U. S., a casualty from Korea may find himself in a hospital bed as far away as New York or Washington.

This fast work is due to the quick airlift job performed by the Military Air Transport Service (MATS) air evacuation planes.

In a typical operation, three medical technicians (above) carry a patient into an air evac plane. Center: Navy nurse Lieutenant Mary Grzelka checks her supplies prior to take-off. Below: Charles Haggerty, HM1, prepares a patient to be lifted from the plane.





SNAPPING SHARPLY to dress right, new Wave trainees at the Naval Training Center, Great Lakes, show growing military bearing on the parade ground.



Wave Recruit

WITH MANY of the Navy's men leaving their desks to go to sea, more trained Waves are needed to replace them.

It has been long since proved—although every bluejacket will immediately deny it—that a Wave can do just as good a job as a man can in a variety of shore billets.

To supply enough Waves to take the jobs of the men who man the ships is the task assigned to the U. S. Naval Recruit Training Center at Great Lakes, Ill.

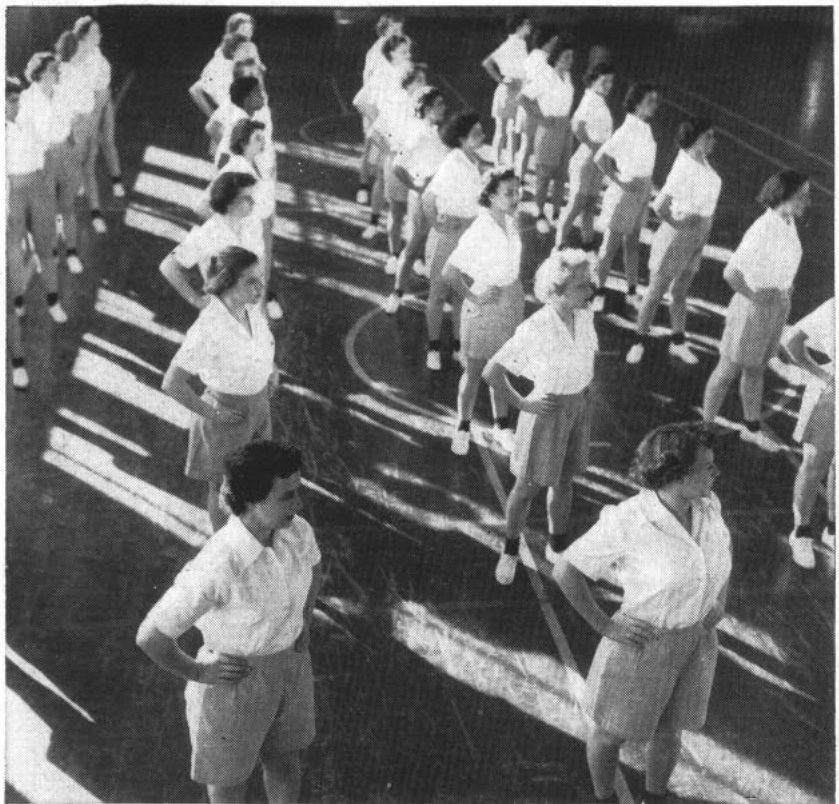
To do it the Training Center has upped its intake of Wave trainees by 50 per cent and has successfully shortened its course from 10 weeks to nine weeks.

During their first weeks in the Navy—the recruit training period—the recruits get a full schedule of classroom instruction, physical training and military drill.

In class they learn to identify aircraft and ships, when to salute and how to obey a command. They get a grounding in naval organization and history. In physical training, they are taught to swim and are put through sessions of calisthenics.

In their off-hours—this amounts to two hours daily, part of Saturday and all day Sunday—the new Waves enjoy a well-equipped hobby shop or attend athletic events at the center.

Occasionally, Wave trainees are allowed a weekend pass. Many head for Chicago, 35 miles away, where they can have a good time and see the sights.



CALISTHENICS, a necessary part of the program, gets women in shape for future duties. Each Wave is also taught to swim during her nine weeks' training.



Training



PUZZLED WAVE shows the rigors of the aircraft and ship identification course. Left above: Newly inducted Waves get directions on first visit to Windy City.



FREE WEEKEND gives a Navy recruit a chance to see such sights as Chicago's Museum of Natural Arts. Left: Wave proudly gets fitted for first set of blues.



MAIL CALL brings letter from the boy friend. Right: Now in the swing of things, recruits gather to read latest notice.

LETTERS TO THE EDITOR

Teacher Jobs for Wives

SIR: I have heard that an enlisted man, whose wife holds a valid teacher's certificate, may request duty in certain areas whereby his wife could also be sent, at government expense, to teach in Navy schools. Is this policy still in effect? How can I request this duty?—J.R.B., IM3, USN.

● Both Commander Service Force, Atlantic Fleet, and Commander Service Force, Pacific Fleet, accept applications for school teacher positions at outlying bases to be filled by wives of personnel on duty within the fleet. Such applications are retained on file until forwarded to some naval activity at an outlying base in response to a report of requirements for teachers of certain qualifications. The activity concerned selects the teachers required from these applications and advises ComServLant or ComServPac of those selected. Enlisted personnel involved are then ordered to that naval activity for duty.

If you are not already attached to a fleet activity and desire duty at an outlying station on this basis, you should submit a request stating your reason and your wife's qualification via the chain of command and ComServLant or ComServPac, to the Chief of BuPers. If you are already attached to a fleet activity your request need not be forwarded to BuPers. Fleet letters covering this subject have been promulgated in both the Atlantic and Pacific and should be consulted for more information prior to the submission of a request.—Ed.

Transportation for Dependents

SIR: I am on temporary additional duty, attending I.C.E. School at Washington, D. C., on a returnable quota basis. When I left Pearl Harbor, I was told that I could take all of my household goods and my dependents, at government expense, since the course is 42 weeks long.

Now I am told that I am not eligible for reimbursement for my wife. Which is correct?—C.D.B., EM2, USN.

● According to Paragraph 8061-3, U.S. Navy Travel Instructions, if orders direct return of person concerned to the same permanent duty station upon completion of the course of instruction, transportation of dependents incident to such orders is not authorized, even though the course of instruction may be for 20 weeks or more.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Dependency Discharge

SIR: I am writing for information on something I heard on board ship, and I am wondering if you could set me straight on this: Is it possible for a man to get a dependency or hardship discharge if he has four dependents?

—E.H., SD3, USN.

● Enlisted personnel are privileged to submit requests for dependency or hardship discharge in accordance with instructions contained in Art. C-10308, BuPers Manual. Each such request is carefully considered, and decision is based on the individual merits of the case. Normally, however, an individual with four or more legal dependents may expect approval of his request.—Ed.

No Medical School for EMs

SIR: Are there any directives authorizing the sending of enlisted men to medical school?—J.W.L., YNSN, USN.

● There are no provisions whereby enlisted personnel in the Navy may attend medical school at government expense. The Navy V-12 Training Program which authorized medical training for qualified students during World War II was terminated in November 1945. There are no current plans to develop another such program.

Persons who are enrolled, or who have been accepted for enrollment in the next entering course in a medical school approved by the American Medical Association, are eligible to apply for appointment as probationary ensign, HP, USNR.

The Navy does not subsidize nor sponsor the medical education of these Reserve officers and they receive no remuneration except during the authorized two weeks' training duty.

Upon successful graduation from medical school, these Reserve officers are offered a superseding appointment as lieutenant junior grade, Medical Corps, USNR, and are eligible to apply for the Navy Intern Training Program.

After eight months of internship, they may apply for appointment in the medical corps of the Regular Navy.—Ed.

Explanation of Code

SIR: In the Corps Code Explanation Section, Register of Officers, 1950, there are listed among others LAAO, AVAO, and L-AO with a brief notation on each. I am a lieutenant, USN, temporary, ex-aviation ordnanceman, with the assigned corps code of LAAO. A friend of mine with the same rank, status and background is assigned a corps code L-AO. Will you amplify the explanation listed for LAAO, AVAO, and L-AO, and give the qualifications for each?—R.F.H., LT, USN.

● The Corps Code Explanation in the fore part of the Register of Commissioned and Warrant Officer of the United States Navy and Marine Corps, 1 Jan 1950 (NavPers 15018) explains the codes used in column four of the index to names. A further explanation of the codes you mention: (1) LAAO—Line, Aviation, Acting Ex-Aviation Ordnanceman (former chief petty officer, acting appointment. New designator is 1352). (2) AVAO—Aviation, HTA, ex-Aviation Ordnanceman (former chief petty officer acting or permanent designated for duty involving flying in actual control of aircraft. New designator 1312). (3) L-AO—Line, ex-Aviation Ordnanceman (former chief petty officer permanent appointment or petty officer first class. New designator 1352).

As you were appointed to commissioned rank while serving as an acting appointment chief petty officer, you were given the Corps Code LAAO.—Ed.

Eligibility for LDO

SIR: Would you please advise me if I am eligible for an LDO commission or appointment as a warrant officer. I have been a chief yeoman, USNR, since 1945, and was recalled to active duty in November 1950. My evaluation sheet indicates my CO recommended me for LDO.—W.H., YNSC, USNR.

● As prescribed by law, only those personnel whose permanent status is commissioned warrant officer, warrant officer, chief petty officer, or petty officer first class of the Regular Navy are eligible to compete for limited duty (LDO) appointments. No original warrant appointments are being made in either the U.S. Navy or the U.S. Naval Reserve from civilian sources, or from enlisted members of the Naval Reserve.—Ed.

Basic Allowance for Quarters

SIR: The Career Compensation Act, as amended by the Dependents Assistance Act of 1950, provides for money allowance in lieu of government quarters. This money allowance seems to be clearly for dependents' assistance.

Prior to the new Act's passage, a quarters and subsistence allowance was paid to servicemen required by their type of duty to live outside government facilities. Now the quarters allowance cannot be credited unless it's allotted to a dependent. This further seems to earmark the allowance as strictly for dependents' assistance.

As we on special duty, where government quarters aren't available even for the serviceman alone, see it — no provision is made for our quarters unless we reside with the dependent receiving the family allowance check. If there were government quarters, we could live there with no loss of pay resulting; but there are none available.

If the above is correct, is anything being done to rectify the situation? — J.J.C., QMC, USN.

• *Basic allowance for quarters is not paid primarily on account of the dependency of a dependent. Its purpose is to provide a member of the armed forces with a supplement to his pay where it's necessary for him to obtain private quarters for himself and his dependents where the government is unable to furnish family quarters at his duty station.*

Officers with dependents you know, get no additional BAQ at a station where no BOQ is available and where his dependents haven't joined him. Officers and enlisted members are treated the same under section 302 of the Career Compensation Act of 1949. It is believed that the Act will remain unchanged in respect to the matters you mention.—Ed.

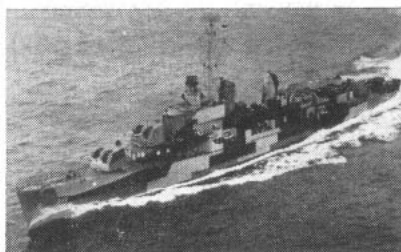
Chiefs Must Have Overcoat

SIR: Is the long, dark blue overcoat with gilt buttons a mandatory item in the prescribed outfit of clothing for CPOs? If so, does it replace the light topcoat or is this coat also required?

I understand CPOs should wear the khaki cap cover with dungarees. Should the shoes be black or brown?—E.H.C., GMC, USN.

• *Uniform Regulations, Article 6-2 (a) lists the blue overcoat as a required item of uniform for CPOs. Article 6-2 (c) lists the blue raincoat as an optional item for CPOs.*

The uniform of the day governs the type of cap to be worn with dungarees. In all cases, however, black shoes are worn. The table, with footnotes, in Article 6-1, has the information you want in regard to what is worn with dungarees.—Ed.



DESTROYER *De Haven* (DD 727) replaced old *De Haven*, sunk in 1943 off Guadalcanal.



Old De Haven Was at Guadal

SIR: ALL HANDS, January 1951, contains a picture of USS *De Haven* on page 33. The caption shows the number as DD 469. Actually it is DD 727.—R.E.C., USS *Philippine Sea* (CV 47).

• *You are right. The ship should have been listed as USS *De Haven* (DD 727).*

USS *De Haven* (DD 469) saw extensive action in the Pacific during World War II. Assigned to Task Group 67.5, DD 469 was sunk on 1 Feb 1943 while supporting LCT movements incident to the establishment of a beachhead on Guadalcanal.

Construction on the second *De Haven* (DD 727) began on 9 Aug 1943. The destroyer was launched on 9 Jan 1944 and commissioned on 31 Mar 1944.—Ed.

Shipping-Over Pay

SIR: Will you please advise us as to the status of shipping-over pay for V-6 USNR personnel who are on active duty as stationkeepers and are now "frozen" and subject to overseas duty the same as all other naval personnel?—R.O.M., DM1, V-6, USNR.

• *Members of the Naval Reserve held in involuntary extension of enlistment under Alnav 72-50 are not entitled to any monetary benefits as a result of such involuntary extension. Nor is there any authority for reservists on active duty to reenlist in the Naval Reserve; they must be held under Alnav 72. If reenlistment in the Naval Reserve were authorized, lump sum leave settlement for leave, and travel allowance, would be payable. However, reenlistment bonus is payable only for reenlistment in the Regular Navy under the conditions specified in paragraph 11 of the Military Pay Instruction Memorandum 4, Volume V, BuSandA Manual.—Ed.*

Advancement in Rate

SIR: During the last war, I served in the Navy as a signalman second class. After I was discharged, I joined the Reserve and have been recalled to active duty as a quartermaster second.

While I was a civilian, I attended college and was awarded a Technical Aid Diploma in Building Construction. Is there any way I can qualify for advancement in rate or change my rating to one more in line with my interest and ability?—W.E.R., QM2, USNR.

• *Graduation from a civilian school does not qualify you for advancement in rate in the Navy. Enclosure (F) to BuPers Circ. Ltr. 12-50 (NDB, Jan-June 1950) contains detailed instructions concerning changes in rate or rating.—Ed.*

Emergency Service Ratings

SIR: I would appreciate any information you could give me pertaining to the rating of structural fire fighter, Code 3432. When I was brought back on active duty I inquired about "Specialist F," but was told that it no longer exists. Since then, I have read that damage controlmen can have a secondary code number of 3432.

At present my rate is MMLI. I would like to know how, if possible, I can get into structural fire fighting. (I spent three years in the New York City Fire Department, and plan to go back to it to continue my career.) If it is necessary to change my rating to what would I change it? In changing it, would I have to drop back in rate? If none of this can be accomplished, can I get a secondary code number of 3432?—J.P.C., MMLI, USNR.

• *There is an exclusive emergency service rating of Fire Fighter (ESF). However, since exclusive emergency service ratings aren't currently being utilized on active duty, requests for changes thereto are not being approved at the present time. When changes in rating are made, they do not require a change in pay grade. Your CO has authority to assign you any secondary NJC for which you are found qualified.—Ed.*

Can Warrants be Pilots?

SIR: If a chief petty officer becomes a warrant, can he continue in a flying status? Can warrants or chief warrants serve as pilots in the Navy?—M.O.P., DCC, USN.

• *According to present Navy policy, if a CPO accepts a commission as a warrant, he forfeits his duty involving flying status.*

During World War II there were a number of warrant and chief warrant officers who were in a duty involving flying status.—Ed.

Computing Reserve Retirement

SIR: I'm a member of a Volunteer Naval Reserve unit, and as such I hope to participate eventually in the Naval Reserve retirement program. I have tentatively computed my retirement pay at age 60 to be approximately \$1,200 per year. My civilian employment is that of special agent in the Internal Revenue Service, and I hope eventually to qualify for Civil Service retirement benefits under Public Law 879, 80th Congress, as amended. Theoretically, then, my eventual retirement benefits from both sources should be approximately \$5,200 per annum at age 60.

In a recent discussion with one of my fellow employees, I was told that one cannot receive retirement benefits from two such sources in excess of \$3,000 per annum. The Navy Department publication called "Facts about Retirement Benefits for Naval Reservists" states that both Civil Service and Naval Reserve retirement pay may be received at the same time. However, it makes no mention as to the amount or combined maximum that may be received from both sources.

My questions are as follows:

(1) If I qualify for Civil Service retirement benefits of \$4,000 per annum under Public Law 879 and Naval Reserve retirement benefits of \$1,200 per annum at age 60, could I receive the full amount of \$5,200? If not, would I be limited to my Civil Service benefits of \$4,000, or to what other ceiling?

(2) Can the period of time I've spent on active duty—33 months—be used in computing total time for both Civil

Clothing Price Rise

SIR: As members of the USNR, we were recalled to active duty and sent to Camp Lejeune, N.C. At that time, we were issued Marine clothing equal to a wartime sea bag. Later we were assigned as "post troops" and told we would be given a clothing allowance to purchase a Navy sea bag after six months' active service.

Although our six months were up on 28 Feb 1951, our clothing allowance was not paid until after 1 Mar 1951—when the price of clothing had been increased.

Now we have to pay \$254 for a sea bag and our clothing allowance is only \$118.35. Is there any way an adjustment can be made?—J.F.H., HN, USNR, and A.E.S., HN, USNR.

• No. The amount of \$118.35 was "available" to you for the purchase of your clothing prior to the time the price of clothing was raised. Clothing regulations do not permit an increased allowance for a member who fails to purchase his clothing at the proper time.—Ed.

Transfer to Other Services

SIR: My enlistment expires on 9 Aug 1951. If at that time I'm retained in the naval service, is there any possibility that I could switch branches of the service? I would like to go into either the Air Force or the Army.—C.U.R., YN3, USN.

• It is not the policy of the Navy to grant discharges solely for the purpose of entering another branch of the armed forces in an enlisted status. For further information in this connection, it is suggested that you consult BuPers Manual, Articles C-10306 and C-10307.—Ed.

Service and Naval Reserve retirement benefits?

(3) In the event I should be recalled to active duty, does the time spent on such active duty count toward retirement benefits under the Civil Service Retirement Act as amended by Public Law 879?—M.J.J., LT, USNR.

• (1) There is no limitation on retirement benefits as long as all income from the Government is retirement pay.

(2) and (3) Ordinarily, under the Civil Service retirement system, credit isn't allowed for any period of military service upon which military retired pay is based. However, if retired pay is granted under Public Law 810, the Reserve Retirement Law, the same military service is also credited under the Civil Service retirement system. For example, if a Reservist works as a Government civilian employee for 20 years and has had five years of active military service, he has a total of 25 years to his credit for Civil Service retirement purposes.

If this same person is eligible for retirement as a Reservist under Public Law 810, he can count the same five-year period of active military service toward his Reserve retirement. Thus he gets credit for the same period of active military service under both retirement systems.—Ed.

Ordnance Disposal Training

SIR: I am a member of the Naval Reserve, serving as a shipkeeper aboard a submarine.

I would like to attend the Explosive Ordnance Disposal School. What are the requirements and how can I apply for this training?—C.H.V., QM2, USNR.

• Eligibility for training at the Naval Explosive Ordnance Disposal School is limited to men with the following ratings: boatswain's mate, gunner's mate, electrician's mate, torpedoman, mine-man, and aviation ordnanceman.

Therefore, you are not eligible for enrollment in this school.—Ed.

Claiming Unused Leave

SIR: Reading ALL HANDS, I noticed where it mentioned that veterans can still submit claims for unused leave they have due them. I was in the service for two years and 10 months and received only 30 days leave during that time. I am at present back on active duty as a Reserve. Can you tell me the procedure for submitting a claim for settlement on this leave?—C.R.W., HM2, USNR.

• Public Law 479, 81st Congress, approved 26 Apr 1950, extended to 30 June 1951 the period within which claims for settlement of unused leave under the authority of the Armed Forces Leave Act might be submitted. You should submit a claim in letter form for the unused leave believed to be due you to the General Accounting Office (Claims Division), Washington 25, D.C., via (1) Chief of Naval Personnel and (2) Chief of Field Branch (C), Bureau of Supplies and Accounts, Cleveland 14, Ohio. In this claim state the reason settlement was not made at the time of discharge.—Ed.

Federal Service for Retirement

SIR: I'd like your assistance in determining just what service can be counted toward retirement upon completion of 30 years. I know that service for a 20-year retirement must be active naval service. However, BuPers Circ. Ltr. 178-47 (AS&SL, 1947) states that other Federal service may be counted toward 30 and 40-year retirements. It is presumed that here again they mean active service, although it is not specifically stated.

Since 1918 I have served on active and inactive duty with the following organizations: U.S. Naval Reserve Force, U.S. Public Health Service, and U.S. Navy. (1) How much of this service counts toward retirement on 30 years? (2) I held the temporary rank of lieutenant from July 1944 until June 1950, at which time I was reverted to my permanent rank of chief pay clerk. At what rank will I be placed upon the Retired List after completion of 30 years service? (3) If retired while serving as CPC, but placed on retired list as lieutenant, then later recalled to duty, will I be recalled in the higher or lower rank?—W.B.B., CPC, USN.

• (1) Active service (meaning active duty) in the Regular components of the armed forces and active duty, other than training duty, in the Reserve components of the armed forces and the Public Health Service counts toward 30-year retirement. (2) If your service in the grade of lieutenant is considered to be satisfactory you will be entitled to that rank when retired. (3) In the event you were ordered back to active duty after retirement, you would be recalled as a lieutenant.—Ed.

Clothing Allowance for CPOs

SIR: I was discharged from active duty in November 1945 and joined the inactive Naval Reserve in 1947. Then on 16 Nov 1950 I went into the Organized Reserve in a pay status with the rate of CPO. (My rate was also CPO at the time of discharge in 1945.)

When I signed up with the active unit I was under the impression that I would be entitled to a \$150 clothing allowance, but now I am told that this is not true any more. What's the scoop on the clothing allowance for CPOs?—J.A., ENDC, USNR.

• Here's the scoop, and we're going to give it to you in official form—so take a deep breath:

Enlisted men of the Naval Reserve assigned to or associated with the Organized Naval Reserve in a pay status, upon first promotion to chief petty officer on or after 1 July 1950, and enlisted men of the Naval Reserve in pay grade E-7 who certify that they have not previously been paid a cash clothing allowance for an initial outfit of CPO clothing, upon assignment to or association with the Organized Naval Reserve in a pay status on or after 1 July 1950 will be entitled to a special clothing monetary allowance of \$150 for the purchase of an initial outfit of chief petty officer clothing.

In other words, it looks as though you are entitled to such an allowance if you can certify that you haven't previously been paid a cash clothing allowance for an initial outfit of chief petty officer clothing. Authority for this is a joint BuPers-BuSandA circular letter of 9 Feb 1951 (NDB, 15 Feb 1951).—Ed.

Transfer to Organized Reserve

SIR: I am in the inactive Naval Reserve—V-6. My age is 33. Am I too old to get into the Organized Reserve?—S.J.B.

• Age requirements for transfer of enlisted personnel from Volunteer Pool (V-6) to Organized Reserve (O-1 or O-2) are as follows:

Surface and air units—39 years.

Special programs—pay grades E7—50 years; pay grade E6—45 years; pay grades E5—42 years; all other pay grades—39 years.

Submarine Organized Reserve—Man with no previous submarine experience—must not have reached 29th birthday.

Man with previous experience either on board or in building or repairing submarines—must not have reached 33rd birthday.

Naval Reserve Multiple Address Letter 12-49 covers the subject of surface and air units and special programs. NRMAL 28-50 is the reference for the Submarine Organized Reserve.—Ed.

Qualified for Reserve?

SIR: I was a member of an Organized Reserve ship repair unit up until last fall, when I received active-duty orders. Upon reporting for my "physical," I was turned down due to a nasal condition. Since then, no one seems to know how I stand, or if I'm out altogether. — R.W., SK1, USNR.

• Physical standards for the Naval Reserve are, in general, the same as those prescribed for the Regular Navy (Bu-Pers Manual, Art. H-1606). Persons who cannot meet these requirements are not physically qualified for the Organized Reserve, and must be separated from that organization. — Ed.

The Naval Reserve Medal

SIR: I have 10 years' service. How and where do I apply for the Naval Reserve Medal?—S.L.M., MMLC, USNR.



• Applications for the Naval Reserve Medal are made by letter addressed to the Chief of Naval Personnel and forwarded by the unit commanding officer who will include information concerning the number of drills you have attended throughout your current enlistment and a statement of your clear record. In the case of officers, a fitness report must also be included.

Be sure you have 10 years' creditable service. All time served in the Naval Reserve—active or inactive—prior to 1 July 1950, whether consecutive or not, counts toward eligibility for the Naval Reserve Medal. After 1 July 1950, members of the Organized Reserve, Volunteer Reserve and Merchant Marine Reserve must maintain continuous inactive duty. Continuity is not broken by active duty or training duty, however.

In addition, beginning 1 July 1950, Reservists must have performed not less than 90 per cent of the annual training-duty periods and drills, equivalent instruction or duty, or appropriate duty periods prescribed for them or for the organization to which attached, except that those performing the prescribed number of drills for any year without remuneration, will not be required to perform training duty that year, in order to be eligible for the medal. The only exception to this requirement is in the case of persons who have performed "outstanding service" during the qualifying period.

For further information, consult the BuPers Manual, Article C-8123, Naval Reserve Medal.—Ed.

Retiring With Broken Service

SIR: I enlisted in the Regular Navy May 1921 and was discharged May 1925. I remained out of the service until March 1942 and again enlisted and was discharged June 1946. I was recalled to active duty in the Naval Reserve in November 1946 and was released to inactive duty September 1947. I reenlisted in the Reserve in June 1950 and was recalled to active duty November 1950. My question: Is it possible for me to retire at 16 years under the old "16, 20 and 30 bill" which was in effect at the time of my 1921 enlistment? — D.M.R., BMC, USNR.

• There is no 16-year retirement for Naval Reservists. Members of USNR are eligible for retirement with pay after completion of 20 years active duty, 30 years active duty, or 20 years "satisfactory Federal service," as provided by Public Law 810 (80th Congress).

Apparently you are thinking of the Fleet Reserve to which Regular Navy personnel only may transfer after completion of 16 or 20 years. — Ed.

Rank Upon Retirement

SIR: I am confused. ALL HANDS, November 1950, page 27, states in effect that temporary officers are retired in the highest grade held on or before 30 June 1946. The January 1951 issue of ALL HANDS, page 27, states in effect that temporary officers will be retired at the highest grade held at any time. I am a permanent chief petty officer holding the temporary rank of lieutenant. I was appointed to this grade in January 1951. I was appointed as a temporary lieutenant (junior grade) in December 1945. The two articles appearing in ALL HANDS seem to conflict. Will I be retired as a lieutenant, or as a jaygee?—E.W.L., LT, USN.

• If you are not appointed to a higher rank between now and the date you retire, and you continue to serve in the grade of lieutenant, you'll be retired as a lieutenant. Between the November 1950 and January 1951 issue of ALL HANDS, the Judge Advocate General gave an opinion in which he stated that existing law permits the retirement of temporary officers in the grade in which serving on active duty at the time of retirement, even though appointment to that grade was subsequent to 30 June 1946. Prior to this opinion, it was held that the highest grade in which a temporary officer could be retired, or to which he could be advanced, was that in which he had satisfactorily served on or prior to 30 June 1946.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

- *First Marine Aviation Force* (World War I): A reunion is planned for late 1951, to be held in San Francisco. All who served in this force should send names and addresses to the Public Information Office, Marine Corps Air Station, El Toro (Santa Ana), Calif.

- *uss Eldorado* (AGC 11): A reunion is planned. For information, contact Charles Ruzic, 6421 South Honore St., Chicago 36, Ill.

- *Naval Shore Patrol*, 9th Naval District: Forth annual convention of the 9th Naval District Shore Patrol Association will be held in LaCrosse, Wis., on 22, 23 and 24 June 1951. For further information, contact Joseph J. Burmek, Pres. 4173, No. 15th St., Milwaukee 9, Wis.

- *U.S. Naval Armed Guard*:

Veterans of the U.S. Naval Armed Guard will hold its 1951 reunion on Saturday evening, 2 June 1951. For information, write Bill Monnot, Chairman, 324 E. 143 St., Bronx 51, New York, N.Y.

- *Company A, NTS Cornell University* (Graduated 25 Feb. 1943): All former members of this class interested in holding a reunion should contact Charles A. Krull, 6225 West Jefferson St., Philadelphia 31, Pa. Date and place are still to be decided.

- *uss PC 810*: All former members of this ship's company interested in a reunion in the near future should contact W. L. Brown, Jr., 330 W. Ridge Street, Danville, Va. Time and place are still to be decided.

- *uss Carnelian* (PY 19)—All former crew members interested in a reunion at some future date or in preserving old friendships should write to Ensign Joseph K. Albertson, 529 Flint St., High Point, N. C.

When Does Leave Start?

SIR: A policy of granting leave starting only at 1630 — except in emergencies — has been started at this command.

According to the BuPers Manual, Article C-6313(1), the "day of departure" is counted as a day of duty. Does this mean that the service should get a full day's work from a man or is this "day of duty" supposed to be a sort of bonus?

Also we have an enlisted Wave in our office who is married to an enlisted

Marine. Can either of them draw basic allowance for quarters? — P.M.L., YN2, USN.

- *The hour of departure for commencing leave is at the discretion of the commanding officer. The day of departure might be referred to as a "sort of bonus" — depending upon the hour of departure as set by the CO.*

You do not give enough facts to answer your query on BAQ. However, there will be a circular letter in a forthcoming Navy Department Bulletin which will cover the subject in detail. — ED.

Overseas to U.S. Rotation

SIR: When my tour of duty at Pearl Harbor ended in July 1950, I was rotated to the Philippine Islands instead of to the United States because of the Korean conflict. Will I be transferred back to the States when rotation starts again or will I have to serve the full two-year tour in the Philippines?—C.H., YN3, USN.

- *AlPac 69-50 extended indefinitely the tours of overseas duty for all personnel in the Pacific, but announced the plan to resume rotation in that area about April 1951. At such time as this happens the provisions of BuPers Circ. Ltr. No. 74-50 (NDB, 31 May 1950), will again apply in the cases of personnel in that area.*

This letter states that personnel completing normal tours of overseas duty may expect to be returned to the United States for reassignment and also that personnel transferred from one overseas area to another should be credited with the time served in the first area. In your case, then, you should not be retained on duty in the Philippines after rotation is resumed merely for the purpose of completing the 24-month tour prescribed for that area.

Of course, there are a number of personnel in situations similar to yours who will also be eligible for rotation when the present restriction is lifted and whose transfer will have to be phased over a period of time. In this connection, consideration probably will be given to such factors as total length of overseas tour, the desires of the individual and the needs of the service.

This information is based on presently existing policies and directives. While there is no deviation from these directives now foreseen, future plans will necessarily be dictated by future developments.—ED.

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Gallant Constitution Gets First Overhaul in 20 Years

THIS SPRING the sound of carpenters' tools will again ring throughout the old hull of the U. S. Frigate *Constitution* as shipwrights and joiners once more set right the ravages of time.

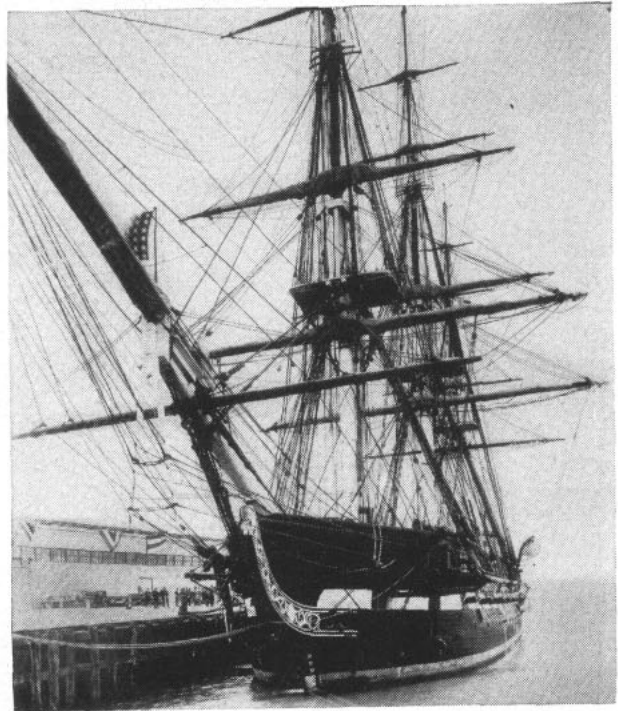
Almost 18 months ago the Bureau of Ships was already circulating to various lumber producers' associations a list of the great timbers the 1951 repair job will require. Shortly thereafter, some of the biggest red-oak trees in America—in a forest near Winchester, Va.,—were feeling the bite of the ax. Later they came out of the sawmill in the form of timbers as large as eight by eight inches in cross section and 30 feet long, or 16 by 16 inches in cross section and 20 feet long. After many months of careful seasoning, they went to a treating plant in Nashua, N. H., for impregnation with preservatives. Thence, on to Boston, where *Old Ironsides* lies.

The present overhaul will be *Constitution's* first extensive renovation since the restoration of 1927-1931. If today's job has its problems as regards procurement of materials and skilled woodworkers, the overhaul of 20 years ago presented more of them. It was a much bigger task because of the worse condition of the ship.

As far back as 1923, four years before that restoration began, it was apparent that *Constitution* was in very poor condition. She was badly distorted—11 and one-fourth inches wider on the port side than on the starboard; the stem was bent more than eight inches to port, the center of the keel humped up 14 inches higher than the ends.

On 4 Mar 1925, SecNav was authorized by Congress to "repair, equip and restore the frigate *Constitution* as far as may be practicable to her original condition, but not for active service." With this authorization came permission to accept and use donations or contributions which might be offered.

After being trussed up so that she wouldn't break in two when lowered upon the blocks, *Constitution* was drydocked in 1927. Among the hard-to-get timbers that went into the ship during the next four years were more



' . . . Her thunders shook the mighty deep, this eagle of the sea . . . '

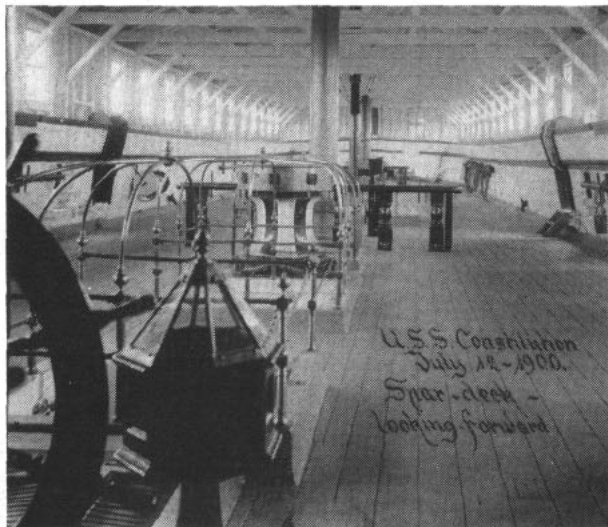
than 300 white-oak knees—timbers which grew in a curved shape, used for bracing. These were two years in the finding. New masts were stepped, but their construction didn't require the mammoth trees that a person would imagine. Since 1811 *Constitution's* masts had been of the "four-tree built-up" type, and the new set was manufactured at the Boston Navy Yard, where the work was going on.

There was also much difficulty in finding correct plans and drawings, but the work progressed to a satisfactory close. On 1 July 1931, a 21-gun salute rang over Boston Harbor, and in the presence of a distinguished company *Old Ironsides* was placed in full commission for the first time in more than 100 years.

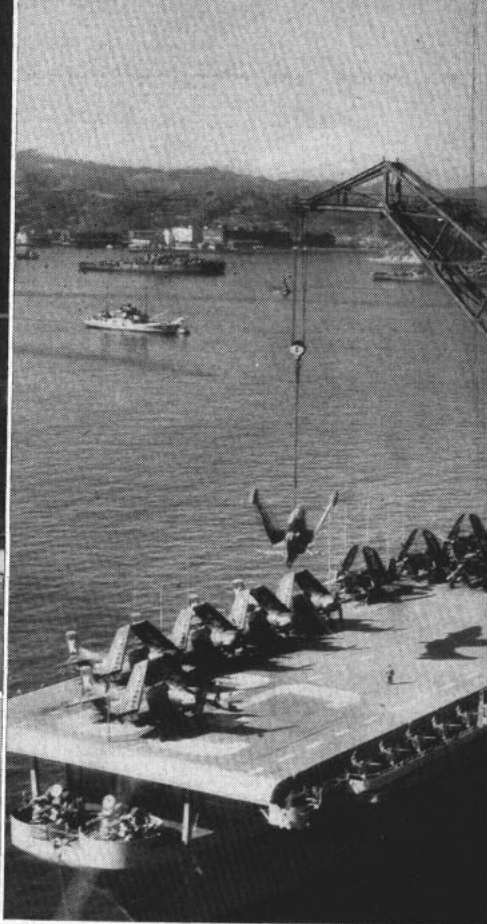
She was a different-looking ship then from what she had been while serving as a receiving ship at Portsmouth, N. H., and well she might have been. All but 10 per cent of the ship was new material; careful researchers had studied reams of old diagrams and records to make her restoration fully authentic. Almost a million dollars' worth of labor and material, approximately three-fourths of which had come from the loyal purses of individuals and private institutions, had gone into her renovation.

Although she took part in several important battles in her earlier years, never was *Constitution* in such dire danger as in the period of 1828-1835. Then approximately 30 years old, the ship was ordered broken up and sold. But public sentiment, fanned by Oliver Wendell Holmes' ringing poem, prevented the scrapping. Since then, the ship has undergone periodic restoration, and has served for many years as a national relic.

Captions from "Old Ironsides," by Oliver Wendell Holmes.



' . . . Her deck, once red with heroes' blood, where knelt the vanquished foe . . . '



TODAY'S NAVY

L. T. DuBose Becomes Chief of Naval Personnel As Relief for J. W. Roper, Named ComCruDesPac

Vice Admiral Laurance T. DuBose, USN, has relieved Vice Admiral John W. Roper, USN, as Chief of Naval Personnel and Deputy Chief of Naval Operations (Personnel). Admiral DuBose holds the rank of vice admiral in his new assignment.

Commissioned in 1913, Admiral DuBose has a long record of service on board battleships, cruisers, and destroyers. He is perhaps most noted for his service as commanding officer of USS *Portland* (CA 33) during the period that vessel was engaged in several

fierce surface and sea-air battles of the Guadalcanal campaign. Later in World War II he served as commander of several task groups and task forces involved in Pacific combat operations. Prior to his new assignment, Admiral DuBose served since October 1949 as Commander Cruiser Destroyer Force, U.S. Pacific Fleet.

Admiral Roper will assume new duties as Commander Cruiser Destroyer Force, U.S. Pacific Fleet—the position formerly held by Admiral DuBose. Admiral Roper has served as Chief of Naval Personnel since September 1949. Prior to that he served for 31 months as Deputy Chief of Naval Personnel.



VADM DuBose

Naval Academy Honored

The U.S. Naval Academy has been awarded France's highest decoration, the Croix de la Legion d'Honneur, and the Croix de Guerre in recognition of services rendered to French Government in the past.

The President of France, Vincent Auriol, presented his government's highest decorations during his state visit to America.

President Auriol's visit coincided with that of the 6,500-ton French training cruiser *Jeanne D'Arc*. Her week-long visit to Annapolis was highlighted for 136 French Naval Cadets and 500 crewmen by a tour of the Academy and sightseeing in nearby Washington.

← The Navy in Pictures

LOADING JETS, USS *Leyte* (CV 32) lies alongside a pier at Yokosuka, Japan (top right) prior to her return to the U. S. Top left: Navy model railroaders at Yokosuka discuss their realistic miniature lay-out. Left Center: Marine hedge-hopper pilot spots Communist concentrations from the air. Left below: Two Pearl Harbor hula queens exhibit a few wriggles for homeward-bound men of USS *Endicott* (DMS 35). Below right: Marine Sgt. A. D. Gabriel, who was wounded at Changjin, Korea, now teaches a cooking 'short course' to women Marines who will then be assigned to mess duty.

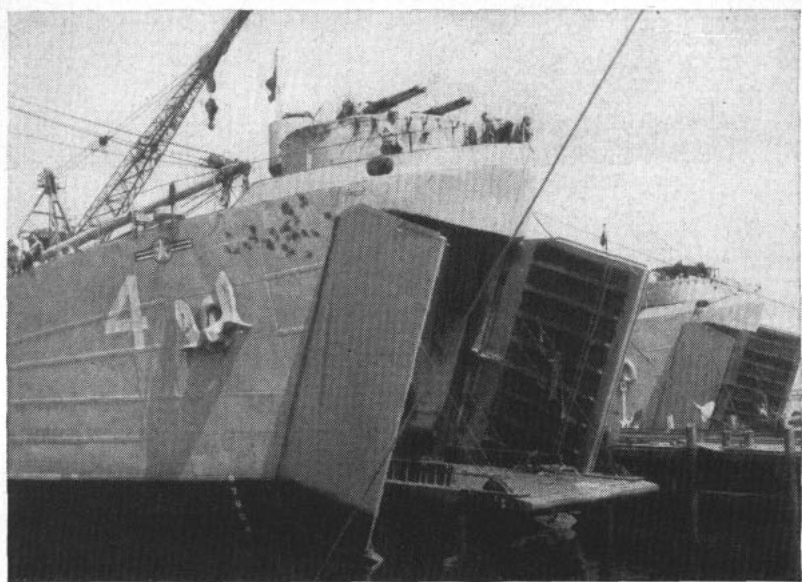
YESTERDAY'S NAVY



First sea fight of the Revolution took place off the Maine coast 12 June 1775. Volunteer woodsmen armed chiefly with axes and pitchforks put to sea in a lumber sloop and captured the English *Margaretta*, an armed cutter.

JUNE 1951

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
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17	18	19	20	21	22	23
24	25	26	27	28	29	30



HANDY-ANDY ship to have around, an ARV can make major repairs to jets as well as conventional planes. Machinery is located on ship's tank deck.

Converted LSTs Operate as Aircraft Repair Ships

Here's something a lot of sailors probably don't know: The Navy has repair ships for airplanes. They're not the aircraft tenders which everybody knows about; they're aircraft repair ships.

There are, in fact, four of them. They operate in pairs — one ship fixing engines and the other concentrating on fuselage work. Each pair is called a division. There are two divisions, one assigned to the Pacific and the other assigned to the Atlantic.

The Pacific division consists of the aircraft repair ships *uss Fabius* (ARVA 5) and *uss Aventinus* (ARVE 3). The two comprising the Atlantic division are *uss Chloris* (ARVE 4) and *uss Megara* (ARVA 6). All of them are converted LSTs.

To make an LST into an aircraft repair ship, the Navy begins by putting a goodly amount of the

proper machinery into the forward cargo area. Then you take aboard a group of good men who know how to use that specialized repair equipment. You end up with a crew approximately three times as large as an LST would ordinarily carry, and you have a ship that's ready to fix airplanes — all kinds of heavier-than-air aircraft.

Together, two ships — an ARV (E) and an ARV(A) — form a small but complete overhaul and repair department. The division is set up to be ready for immediate operations as it moves in behind landing parties near newly established airfields.

While the new Atlantic division was manning its ships, many of the prospective crew members learned the fundamentals of aircraft mechanics and repair at the O&R Department, NAS Jacksonville, Fla., and at Navy schools.

Jap Ships Source of Scrap

Metal claimed from salvaged Japanese warships and merchantmen now rusting in western Pacific waters will soon be helping to solve America's growing shortage of iron and steel scrap.

Navy estimates reveal there is a possibility of recovering more than 400,000 tons of scrap metal from

vessels sunken or beached at Palau, Saipan and Truk. Vessels scheduled for salvaging include the Japanese cruisers *Agano*, *Naka*, *Yubari* and *Katori*, five destroyers and 13 submarines.

Salvage operations will be conducted by private salvage activities under the jurisdiction of the High Commissioner of the Territory of the Pacific Islands.

Armed Forces Day

The Navy and Marine Corps are teaming up with the Army and Air Force in the second annual celebration of Armed Forces Day on 19 May. The theme of this year's observance is based on the slogan, "Defenders of Freedom," and emphasis will be on community-level relations.

"Open house" will again be the order of the day at many installations and aboard ships in port, where much of the latest equipment will be on display.

Parades, flight demonstrations and exhibits will highlight the day. Speeches by high-ranking officers and government officials have also been scheduled for the period 12-20 May.

Radio and television networks and stations are planning special programs. Libraries and stores are co-operating with display projects.

Films depicting various phases of activity in each of the services are to be shown. At NTS, Pensacola, Fla., a movie describing a day in the life of a naval aviation cadet is being readied for release to coincide with Armed Forces Day.

Fire Fighters Honored

Top honors were won by fire fighters at the Boston Naval Shipyard and the Naval Ordnance Laboratory for their efforts during Fire Prevention Week. The awards were made by the National Fire Protection Association.

Boston Naval Shipyard's fire department has a unique system of fire prevention, based on the motto "No Fire, No Loss." There, a man comes to work an hour late in the morning, stays an hour late in the evening—checking to see that all scrap is safely stowed in containers outside the buildings. Precautions of this nature have resulted in fewer fires with minimum loss of property.

A "mutual assistance pact," has been formed with fire departments in nearby communities. The NOL fire department responds to calls within 10 miles of the laboratory, often lending certain types of extinguishers or other equipment when fires of an unusual nature break out. In return, the local companies answer NOL alarms "on the double," bringing their hook and ladder truck and other equipment that NOL does not have.

Highlight of NOL's Fire Prevention Week program was a simulated fire—complete with smoke pots and “trapped” personnel—which was successfully “put out” by the department, with the cooperation of three local volunteer companies and a rescue squad.

Details of Shipbuilding Law

Public Law 3, 82nd Congress, authorizes the President to acquire or have built 500,000 tons of modern naval vessels and to modernize up to one million tons of vessels now on the Navy list.

Of the half million tons of naval vessels whose acquisition is authorized, combatant vessels are to comprise 315,000 tons. The law gives a breakdown of this tonnage as follows:

- Warships, 100,000 tons, including one aircraft carrier up to 60,000 tons in displacement.
- Amphibious warfare vessels and landing craft, 175,000 tons.
- Mine warfare vessels, 25,000 tons.
- Patrol vessels, 15,000 tons.

One hundred seventy-five thousand tons of the Navy shipping which may be acquired will be auxiliary vessels. Nine thousand tons will consist of service craft; and 1,000 tons of experimental types is authorized.

The million tons of authorized conversions consists entirely of combatant ships, divided as follows:

- Warships, 990,000 tons.
- Mine warfare vessels, 10,000 tons.

The law includes a provision regarding appropriation of funds for acquiring and converting vessels, and another forbidding sale, transfer or disposal of warships without specific Congressional authorization.

Navy Model Airplane Host

For the fourth consecutive year, the Navy will play host to the National Model Airplane Championship Meet, to be held at the Naval Air Station, Dallas, Tex., during the week beginning 23 July 1951.

The Navy will sponsor two events. In one, radio-controlled model planes will be sent to drop tiny bombs on a miniature target. The other will involve take-offs and landings on a simulated carrier deck.

Contestants from the 48 states, Hawaii and Canada are expected to participate in the meet.



TRIAL RUN is given the new engine. Capable of driving a boat at almost 22 knots, gas turbine weighs only 150 lbs. Exhaust pipes are temporary ones.

Gas Turbine Engine Tested for Use in Small Boats

The gas turbine may go to sea in boats, if tests being conducted at the U.S. Naval Engineering Experiment Station, Annapolis, Md., turn out right.

A 24-foot boat was whipped along at more than 21 knots by the new engine in early tests at the Severn River station. Continued tests were expected to prove whether or not the smaller, more smoothly operating engine would out-perform conventional piston-type boat engines.

The gas turbine resembles a jet engine in some ways, but not in all. Combustion of fuel produces a terrific continuous blast in each, but

in the gas turbine engine the blast isn't used for its direct jet effect. Instead, it spins a fan-like turbine which is geared to the propeller shaft. While simple in construction, gas turbines present engineering problems because of high operating temperatures. They operate more smoothly than the usual gas or diesel engine, but their exhaust is likely to be very noisy.

Little space was required for the experimental gas turbine engine tested at Annapolis. The 175-horsepower unit weighs only 150 pounds, and can be easily installed and removed. It will run on gasoline, kerosene or diesel oil.

Whole Blood to Korea

If there's anything that gets out to U.S. fighting men more quickly than air mail, it's blood—whole blood, type “O”. A typical shipment, tended by a woman member of the Navy's Medical Service Corps, went from Travis Air Force Base, Fairfield, Calif., to an evacuation hospital in Korea in less than four days.

The Military Air Transport Service is responsible for transporting the blood and for keeping it supplied with an ice pack enroute. The original plane goes straight through to Tokyo, stopping only in Honolulu and on Wake Island for fuel and for more ice if necessary.

Before starting its rapid crossing, the blood is collected from Red Cross blood-centers throughout the U.S. and put through the processing laboratory at Travis Air Force Base. It is then packed in refrigerated shipping containers, each of which holds 16 to 24 bottles of blood. The bottles are placed in a circular metal rack so that they are all near an ice container in the center. Ten to 18 pounds of ordinary ice will keep the contents at a suitable temperature for approximately 24 hours when the air temperature is 80°.

Type “O” blood has been found suitable for transfusions to more than 99 per cent of all patients, regardless of their own blood types.

Joint Training Maneuvers

The Navy will participate in Operation Southern Pine, a joint Army and Air Force training maneuver to be held in August in the vicinity of Ft. Bragg, N. C.

The exercises are planned to provide additional training for newly inducted personnel and for officers recently commissioned through the Reserve officer training programs. The maneuvers will also provide support for the summer training programs of "part-time servicemen" in the civilian components of the armed services.

Snorkel Subs on the Ways

USS *Trigger*, first of a new type of submarine known as the "Tang class", will soon be launched at New London, Conn. Five others, including USS *Tang*, are on the ways, and are all named for earlier submarines with distinguished combat records which were lost in action in World War II.

The new snorkel equipped subs will have a surface displacement of about 1,600 tons, an over-all length of 262 feet and a surface speed of 20 knots. When submerged, their speed will be "15-plus." Exact beam,

draft and armament will not be revealed for reasons of security. These new submarines incorporate in their design the advanced features found necessary from wartime experience and developed since the war.

He's Served the Longest

The oldest enlisted man on active duty in any branch of the armed forces—from the standpoint of continuous active service—is a Navy lieutenant.



LT A. C. Morris

however, he will hold the rank of lieutenant.

Only three active naval officers can boast of longer records—Fleet Admirals William D. Leahy, commissioned in 1897; Ernest J. King, commissioned 1903; and Chester W. Nimitz, commissioned in 1907.

With more than 43 years of active service, Chief Musician Alexander C. Morris, USN, tops the list. As long as he keeps his present assignment as leader of the U.S. Naval Academy Band at Annapolis, Md,

Momsen to ComSubPac

Rear Admiral Charles B. Momsen, USN, has been ordered to report as Commander, Submarine Force, Pacific Fleet. He relieves Rear Admiral John H. Brown, Jr., USN, who reports as relief to Commandant, 4th Nav-Dist.

Rear Admiral Roscoe E. Schuirmann, USN, Com 4, is scheduled to retire in June.

Rear Admiral Momsen is the inventor of the Momsen lung, a device to aid crewmen to escape from sunken submarines.

Marine Unit Wins Trophy

The Marine Air Reserve Trophy for 1950, awarded to the top radar unit in the nation, has been won by Marine Ground Control Intercept Squadron 15, NAS Atlanta, Ga.

The trophy now being awarded for the second year goes to both the best fighter squadron and the best ground control intercept unit. Fighter Squadron VMF-451 of NAS Willow Grove, Pa., shares the honor with the Atlanta radar unit for 1950. Awards for 1949 went to VMF-141 of NAS Miami, Fla., and MGCIS-19 of NAS Grosse Ile, Mich.

Selection of the Atlanta radar unit

Crew of MSTs Transport Develops New Stretcher Hoist for Wounded

A new stretcher hoist has been developed by crewmen aboard MSTs ship USNS *General Stuart Heintzelman* (TAP 159) which simplifies the problem of bringing wounded aboard ship quickly and comfortably.

Ships of the *Heintzelman* class do not have small motor-driven winches used on hospital ships. Cargo lifts are too rough on patients and boat lifts have also proved unsatisfactory.

In the past casualties have had to be carried aboard by hand, with risk not only for the wounded but for the stretcher bearers. It's no easy job to maneuver a stretcher patient up a gangway from a small boat, pitching and tossing with 15-foot waves.

The men aboard *Heintzelman* decided to improve the system. First they tried using a hand hoist. It helped in some ways but also presented problems of its own. The standard sling did not work

with the Army pole-type litter so patients had to be transferred to the Navy Stokes litter. There was also difficulty in keeping the



CASUALTY is lowered gently to the deck of USNS *Gen. Heintzelman* by use of the new sling arrangement.

stretcher level while hoisting it aboard.

They devised their own lift.

Basically a hand hoist, the lift has special adaptations to permit quick, easy handling of patients. Suspended from one center line are two evenly balanced slings with bars for the pole-type stretcher as well as corner pulls for the Stokes stretcher. This construction makes slipping or tilting impossible.

Only a few seconds are needed to fasten the stretcher in the slings, buckle straps across a patient's chest and legs and hoist him aboard smoothly. Guide lines from the side of the ship until it clears the ship's rail. On deck, the slings are quickly slipped off and the patient is turned over to the medical department.

At Hungnam, Korea, 62 patients were brought aboard *Heintzelman* without incident, during the stretcher hoist's period of baptism.

was based on the squadron's combat readiness, drill attendance, completion of scheduled training, performance during annual training maneuvers, inspection results and fulfillment at the time of mobilization of unit strength requirements.

East Meets West on Ship

East is east and west is west, but the twain certainly did meet on board an MSTs transport in the vicinity of Korea.

The U.S. Navy chaplain on board the vessel found that he had Hindus, Moslems, Buddhists, Jains and Sikhs in his little flock, in addition to the Christians. Also, he had a brand-new Moslem Hodja (chaplain) to show about the ship and to whom he was expected to give instruction in the duties of the chaplaincy.

A chaplain in the Turkish forces is a rare person. The one mentioned here is the first they've had in a long time. During the time he and the cosmopolitan group of fighting men were aboard the ship, religious services for each faith were held frequently. It's believed that this was the first time in history that military chaplains of the Christian and Moslem faiths have thus worked together.

Family Has 12 in Service

The Leblanc family, of Litchburg, Mass., has a soft spot in its heart for the armed services. Twelve of the thirteen Leblanc brothers and sisters are serving in the armed forces. Seven brothers are in the Navy, two brothers chose the Army and three sisters are in the Women's Army Corps. The thirteenth child of the family is 14-year-old Jimmy, at home with father Leblanc who served many years with the Canadian Army.

Flight Students Hot

With three successive target banners riddled by 1,038 hits, one flight of F8F *Bearcat* advanced training students at NAAS, Cabaniss Field, Corpus Christi, Tex., is pretty proud of its marksmanship.

Their best banner showed a total of 389 hits out of a possible 400, or an average of 22.5% hits for each student pilot.

The marksmen credit their success to good training and an extensive ordnance program.

Big Dish to Eavesdrop on Sun, Moon and Stars

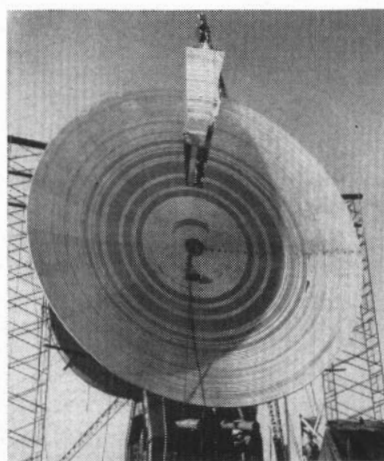
A giant "radio telescope" with a 50-foot "mirror" is now available to Navy scientists for study of invisible radiations constantly emitted by the sun, moon and stars. It is expected that such study will be valuable in the fields of long-range weather forecasting and radio communication.

The new telescope is the latest advance in the Navy's program of radio astronomy. The present program was begun at the Naval Research Laboratory, Office of Naval Research, in 1946 to extend the range of astronomical observations.

Performance of the radio telescope is explained, briefly, as follows:

Although energy is sent out constantly by the sun, moon and stars, only a small portion of it gets through the earth's atmosphere. That which does get through is partly in the visible field, in the form of light, and partly invisible—energy in the microwave radio range. The new radio telescope is designed to do a good job of picking up the second-mentioned type of energy waves.

A Navy 5-inch gun mount provides support for the huge reflector and permits it to be turned in any direction. The installation, erected on the roof of a Naval Research Laboratory building at Washington, D.C., weighs a total of approximately 75 tons. Of this weight, the 600-inch aluminum dish constitutes

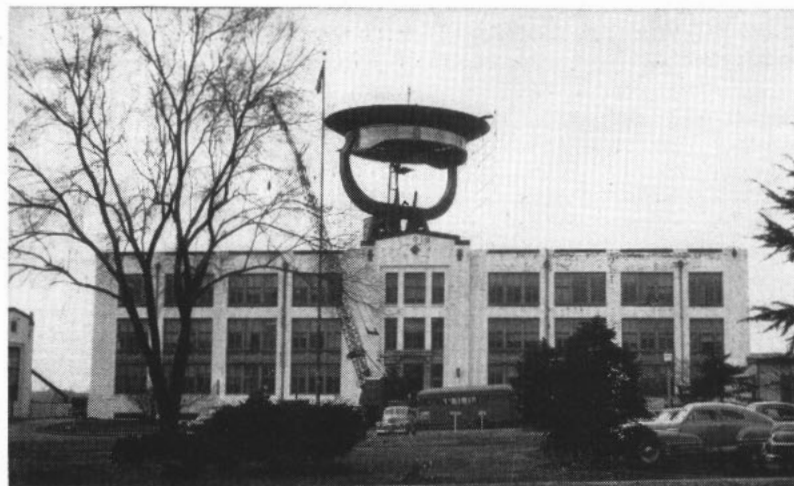


RADIO TELESCOPE, 600 inches overall, will help Navy forecast future weather, reduce radio static.

less than 20 per cent, with the gun-mount mechanism making up the rest.

The primary purpose of the Navy's program of radio astronomy is given as, "to extend man's knowledge of the universe through study of such problems as the composition of the sun's atmosphere; times and nature of radio emissions from the sun, moon and stars; cause and nature of solar outbursts or "flares." ONR is also conducting such research at Cornell University, under contract.

For an account of earlier work with a smaller dish antenna, see *ALL HANDS*, May 1950, p. 41.



FULLY MOUNTED, a scientist's dream, huge telescope dwarfs main administration building. Special supporting framework had to be built to hold it.



HER PILOT, MSgt Donald Ives, swears by 'Old 24' and vows that the Corsair will paste the enemy a few more times before heading for pasture.

F4U Marine Fighter Plane Turns in 150th Mission

The most admired piece of machinery on board *uss Bataan* (CVL 29) is a rugged old F4U fighter, its patched fuselage covered with bomb score markings.

"If they gave out medals for planes, old Number Twenty-Four would out-ribbon 'em all," said the crew chief of Marine Fighter 212, which operates from the carrier. Master Sergeant Donald A. Ives, USMC, who had just flown the veteran plane on its 150th combat mission over Korea, nodded in agreement.

The fighter is a veteran of two wars. In World War II she was used on combat missions at Okinawa while that island fortress was being wrestled from the Japs. Moth-balled at the war's end, "Old 24" came out of her cocoon at the outbreak of the Korean action and once again was assigned to the "Double Dozen" squadron. Her 150 combat missions are considered

an outstanding achievement for a fighter plane—possibly a record. The plane has exceeded its life expectancy several times over.

The Old Lady put on quite a demonstration in celebration of her 150th combat mission. Piloted by Sergeant Ives, she flew deep into enemy territory and sloshed a napalm bomb into the doorway of one of three warehouses near a Korean railway depot, transforming all three into charred wreckage. Her bombs and rockets knocked out three more warehouses, and she topped off the day's activity by strafing dug-in enemy positions on a Korean hillside.

The durable, tough Old Lady is spotted with patches where enemy flak ploughed through her metal skin, but she still flies beautifully. Marine pilots of Fighting 212 swear by the old girl, declare she is good for still another war—if needed.

Soldiers for a Day

In a unique move, sailors of *uss Eldorado* (AGC 11) and soldiers from the front lines exchanged places for a day in Korea. The blue-jackets went ashore, the foot soldiers came aboard ship.

The sailors—feeling somewhat strange in combat fatigues and heavy battle helmets—took off for

the front lines to learn first-hand what the infantryman does. For 12 hours, they tried on foxholes for size, trudged over the rough Korean terrain and observed the infantry's latest weapons in action.

Meanwhile, the GIs, cleanly shaven and clad in their best fatigues, were taken on a stem to stern tour of the amphibious command ship.

Old Timer Back in Action

"I'm glad I'm in Korea with these kids, where I belong," says Earl E. "Pop" Brown, TE1, USNR. "When they get to feeling bad, they take a look at me and perk right up."

Pop Brown is 50 years old, and a veteran of three conflicts. Still, he may have exaggerated about how good the youngsters feel after comparing themselves with him. He looks much younger than he really is.

The TE1, who is in charge of the post office aboard the hospital ship *uss Repose* (AH 16), is a veteran of 26 years in the U.S. Postal Service, as well as a veteran of World Wars I and II. When his postal duties take him barreling across a sniper-infested countryside in a jeep or take him over the ship's side in a bos'n's chair, he's right in their pitching.

Brown served in the Army of Occupation in Germany in 1920 and 1921. He was in charge of a mobile postal unit in New Guinea during the Navy's South Pacific campaign of WW II.

Two Bataans in Korean Waters

Teamed together for the first time, two warships bearing the same name are members of the United Nations naval forces in Korean waters.

Operating as part of an escort screen for the American aircraft carrier *uss Bataan* (CVL 29) is the Australian destroyer *HMAS Bataan*. Both ships are named for the heroes of the Bataan death march in the early days of World War II.

A Bell for Quantico

Marine Corps Schools, Quantico, Va., was the recipient of a token of esteem from Britain's Royal Marines—an ancient bell which had long been a Royal Marine trophy.

The memento, known as the Canton Bell, was captured in 1857, when the Royal Marines stormed and took Canton. This was during Great Britain's Second China War. The bell was taken to Chatham Barracks in England, where it was ensconced until last year, when the barracks was closed.

In connection with the presentation, a British officer said, "Let it be a token of the close and cordial bonds which have knit our two famous Corps together both in peace and war for so many years."



FRENCH-SPEAKING sailor, R. A. Rousseau, YN3, explains MATS insignia to a group of visiting French Navymen.

Sheik Visits U.S. Ship

Sheik Bechara El-Khouri, President of Lebanon, paid his first call on an American warship when he boarded the heavy cruiser, *uss Newport News* (CA 148) in Beirut harbor.

Newport News, *uss Wright* (CVL 49), *Steinaker* (DD 863), *Vogelgesang* (DD 862), *Ellyson* (DMS 19), *Jeffers* (DMS 27), and *Chukawan* (AO 100) were in Beirut on a goodwill visit.



SEABEE TEAM, R. W. Butler, CEG2 (left) and his father, W. H. Butler, CEGCA, work at NOB Guantanamo.

All-Reserve Air Group

The first all-Reserve carrier air group on its way to operate in the Far Eastern waters has a national flavor. It is composed of four Organized Reserve squadrons from Olathe, Kan.; Glenview, Ill.; Memphis, Tenn., and Dallas, Tex.

To prepare themselves to fly close air support missions in Korea, the weekend warriors completed six months of intensive training under simulated combat conditions which included rocket firing, bombing and gunnery practice.

Navy Gets Army ID Tag

As current stocks of Navy identification tags become depleted, new issues will be made utilizing the Army-type metal tags and necklace with extension, as part of the plan to standardize identification tags throughout the armed forces.

The new tag is embossed in the same manner as the present pay plate and will contain the same data: name, file or service number, blood type, USN or USNR designation and religious affiliation, if desired. The old tags were "indented."

It will be necessary to alter equipment to process the new tags and activities authorized to prepare and issue identification tags are advised that it is easier to convert the machines now used to emboss pay plates so that they can handle both pay plates and ID tags than it is to convert the equipment used to indent the present tags.

Two New Helicopters

Two new helicopters, designed to carry combat-equipped Marines and cargo in addition to the pilot and co-pilot. Both are designed to accommodate litter patients. Another similarity of design is foldable rotors for easy storage on board ship.

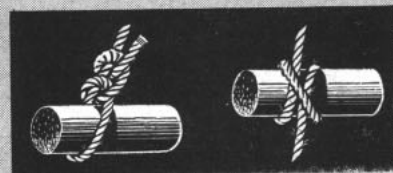
The two types were selected for production from among 23 designs submitted by helicopter manufacturers. Both carry passengers and cargo in addition to the pilot and co-pilot. Both are designed to accommodate litter patients. Another similarity of design is foldable rotors for easy storage on board ship.

One of the helicopters features a single five-bladed rotor and an anti-torque tail rotor typical of previous Sikorsky designs. The other helicopter is a single three-bladed, jet-propelled main rotor type.

No details concerning flight characteristics or the number that will be produced have been announced.

QUIZ AWEIGH

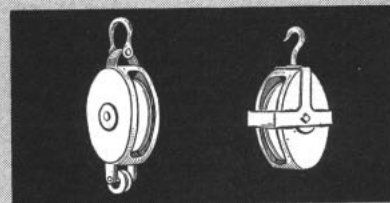
An apt sailor can rapidly acquire the art of deck seamanship. Unfortunately, however, he can just as rapidly forget this knowledge during a period of non-application.



Rope, called line in the Navy, is one of the seaman's most valuable and most constantly employed tools. It has been used continuously since man first put to sea. And a line is no better than its knot, the proper tying of which is an enviable skill. Above are pictured two common uses of line.

(1) At the left is (a) clove hitch (b) two half hitches (c) round turn and two half hitches.

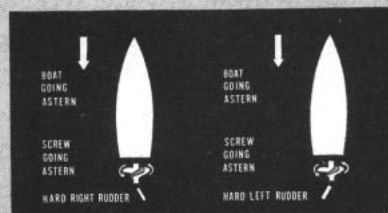
(2) At the right is (a) round turn and two half hitches (b) clove hitch (c) rolling hitch.



Closely allied with lines are blocks and tackles.

(3) Pictured above (left) is a (a) gin block (b) wood block (c) snatch block.

(4) At right is a (a) fiddle block (b) wood block (c) gin block.



(5) After studying the boat handling situations above, you should know that under conditions described at the left, the boat's stern would (a) swing to port (b) swing to starboard (c) continue straight astern.

(6) The stern of the boat at the right would (a) continue straight astern (b) swing to port (c) swing to starboard.

ANSWERS TO QUIZ ON PAGE 53



BOWLING CHAMPS of Washington, D. C., for 1950-51 NAS Anacostia team tosses Coach Bob Rhea in the air. High single game was 255; high series 642

Hot Basketball Prospects

The Naval Academy Preparatory School, where bright young sailors are drilled in scholastic subjects that will aid them in passing Annapolis entrance exams, is also a good place to preview what's in store for the Academy athletically. As NAPS wound up its basketball season this year, officials thought they had spotted their greatest court prospect in years.

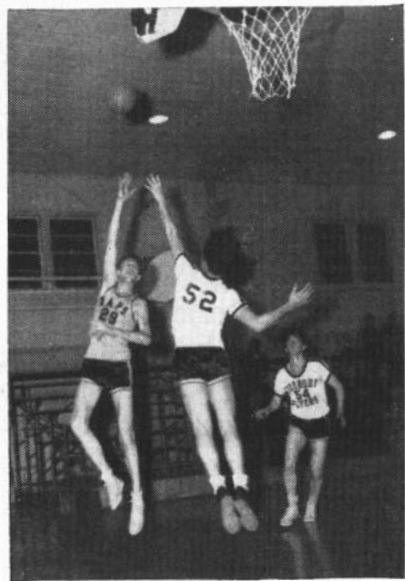
Cause of all the excitement was gangling, tow-headed Don Lange,

DKSN, USN, a six-foot-five stringbean who plays basketball so relaxed that it sometimes fools spectators into thinking he isn't trying. It usually comes as a shock to learn he has scored 25 to 50 points during the game.

Equipped with arms that dangle almost to his knees and ham-sized hands, Lange scores mostly with a deadly "soft touch" hook shot that's almost impossible to stop.

Lange's appearance of laziness is deceptive. He has worked hard to develop his natural talent, still is considered a diamond in the rough. Three seasons ago, when he played with NSD Bayonne, N.J., Lange was just what he appears to be now—a poorly coordinated, clumsy ball handler whose shots sometimes missed the backboard. He began spending off duty hours on the hardwood, practiced hook shots until his skinny arms ached. Lange improved fast. Next season he became a mainstay for the NOB Norfolk Bluejackets, and when augmented by the "Norfolk Flyers," a sensation in the All-Navy championship finals.

With Lange dropping in an average of 28 points per game, NAPS had its most successful season, winning 15 out of 18 games, mostly against college freshmen competition. Fans are rubbing their hands in anticipation of the day when Lange comes under the capable tutelage of Academy Coach Ben Carnevale. If Lange comes along as expected, he should be something to see in collegiate competition.



HOT HOOPSTER—A stand-out in All-Navy play, lanky Don Lange, DKSN, USN, may soon play for the Academy.

Football Clinic for Marines

Two of the nation's top college coaches will conduct the second annual Marine football clinic this year.

Coach Paul Bryant of the University of Kentucky and his staff will conduct the week-long clinic at MSC Quantico, Va., beginning 9 July 1951. Coach Stu Holcomb of Purdue will conduct the clinic for West Coast Leathernecks, beginning 16 July 1951 at Camp Pendleton, Calif.

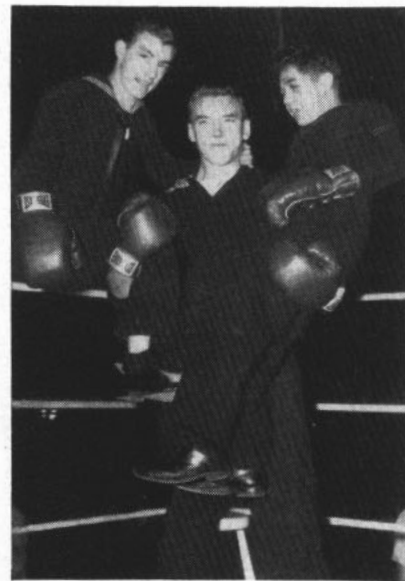
Purpose of the clinic is to bring Marine Corps football coaches up to date in the latest tactics and strategy employed and other developments in present day college football.

Navymen Win Judo Honors

Two members of the Navy stationed in Japan have won high honors in Japanese judo competition.

By defeating all other contestants for the honor, Commander Robert H. Ward, MC, USN, was awarded the second degree, black belt—a much sought after title. The other Navy title winner was Fred D. Iannacetyl, HN, USN, who was awarded the first degree, black belt honor.

Judo is becoming increasingly popular with Navy personnel in the Far East. The sport is adapted from jujitsu, which is the physical art of throwing, stabbing, kicking, holding, bending, and twisting the joints.



HEAVYWEIGHT Bill Copenhagen, Northeast contender, holds flyweights Lee Reamy and Frank Fondrisi.

Judo is a less brutal method of defense and attack.

Honors in judo are awarded in 13 degrees. First are the white, green, and brown belts, then the first degree, black belt, up to the 10th degree, black belt.

Shipboard Skeet Shooter

When J. B. Raborn, Jr., AOC, USN, one of the Navy's skeet shooting experts, packed his gear and went to sea, he didn't stow away his shotgun. Blasting away at clay pigeons hurled from the stern of his ship, USS *Jupiter* (AVS 8), Raborn has proved his aim is just as deadly from the rolling deck of a ship as from the solid ground of a skeet range.

Raborn was a member of a five-man Navy team that won first place in the All Service Class "C" skeet shoot at Dallas, Texas, last August. The team shattered 1197 clay pigeons out of 1250, with Raborn firing 238x250.

Back on board ship and headed for the Far East, Raborn realized he would have to practice to stay sharp, so he planned to practice at sea. His skeet shooting is now popular off-duty entertainment for the crew, who gather on the fantail when they see him carry his 12-gauge automatic shotgun aft.

Chief Manages Air Force Team

The first Navy man to ever manage an Air Force baseball team is H. A. "Red" Boucher, AGC, USN.

During his tour of duty in the Canal Zone, first at NAS Coco Solo and more recently at Albrook Air Force Base, Boucher has established a phenomenal record as a baseball manager. During the 1949-50 season he piloted NAS Coco Solo to a 40 won, 10 lost season. Transferred to Albrook as a member of a Joint Navy-Air Force weather unit, he was given the job of piloting the airmen horsehiders. At mid-season his team had racked up an amazing 30-won, 1-lost record with no signs of letting up.

The Air Force is so pleased with their sailor-pilot that the base commander held a surprise assembly in his honor and presented the veteran CPO with an expensive wrist watch. He stated that Boucher was a credit to the service he represented, and had done more for unification of the services than any man he knew.—John Marra, SGT, USAF.

SIDELINE STRATEGY

SubPac, perennially a power in Navy baseball, thinks this year's team is better than ever. Under a new coach, Lieutenant Earl D. Bronson, USN, they're gunning for the Hawaiian Armed Services Championship—a title they make a habit of acquiring. This season's potent squad is deep at almost all positions. Nine strong-armed hurlers are available for mound duty, and their outfield is bristling with sluggers boasting above-300 averages.

★ ★ ★

The situation must have been slightly embarrassing for a champion bowler who visited the U.S. Naval Radio Station, Sonoma, Calif. The nationally famous kegler gave a demonstration to Sonoma sailors on "how to bowl," playing several games with local bowlers. The champ was doing all right until he tangled with T. S. Bryan, Jr., RMC, USN. Bryan topped the champ by a score of 195 to 185.

★ ★ ★

The photograph below was sent to us by a Japanese writer who thought we might tell him where the U.S. sailor-baseball players pictured (grey uniforms) are located. They were members of a team from USS *Cleveland* and other Fleet units with the Japanese "Ocean" Baseball Club. ALL HANDS is

having a little trouble identifying and locating the pictured men, as that international game was played in 1909, when *Cleveland* and other Fleet units visited Japan. We'd be glad to hear from anyone who recognizes these men, and can pass along any dope on them.

★ ★ ★

Art Bruce, SR, USN, and former fencing champ at the University of Detroit, is having a hard time finding experienced opponents at NRS Treasure Island, Calif. It's curious why more sailors are not participating in this fine sport. Ideally suited for shipboard, fencing calls for a degree of coordination and skill demanded by few other sports. People who know say its challenge to the talents of an athlete is unmatched. Fencing calls for the highly perfected technique of a golfer, the explosive energy of a sprinter and the split-second decisions demanded of a boxer or tennis player.

If the urge to try your hand at Errol Flynn's down-the-stairs swordplay with a black-hearted villain persists, you can obtain a basic fencing outfit — epee (dueling sword), mask, padded vest and gloves — for around twenty bucks. By planking down a few shekels you too can make like an 18th century buccaneer. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



1909—*Cleveland* and Japan's "Ocean" baseball clubs pose.

THE BULLETIN BOARD

Selection Boards Listed For Promotion of Regular And Reserve Officers

Additional information concerning selection boards for the promotion of Regular and Reserve officers is contained in BuPers Circ. Ltr. 47-51 (NDB, 31 Mar 1951).

On 27 February, one line board and five staff corps boards convened to select Reserve officers on active and inactive duty for promotion to the grades of captain and commander. The officers considered included commanders with date of rank of 18 Nov 1942 or earlier and lieutenant commanders in the upper half of those with date of rank of 20 July 1945 or earlier.

Regular and Reserve officers on active duty are being considered for promotion to the grades of lieutenant commander and lieutenant by one line board and five staff corps boards (MC-MS-C, SC, CHC, CEC, DC) which convened on 3 April. Lieutenants with date of rank approximately 12 Apr 1945 or earlier and lieutenants (junior grade) with date of rank approximately 6 June 1948 or earlier were eligible for selection by these boards. (Both of the above dates are subject to change).

USNR officers on inactive duty will

Special Duty Designators Given Certain Officers

Twenty-four Regular Navy officers have been recommended for special duty designations in the following categories: communications, naval intelligence, photography, law, public information and hydrography. There were 210 applicants.

Officers selected will be notified of their change in designator as vacancies and availabilities permit. BuPers expects to notify them in the near future, but all officers will retain their line designators until officially advised of the change.

Unsuccessful candidates also will be advised by letter.



"I used to be the foreman in a potato chip factory."

be considered for promotion to the rank of lieutenant commander (line only) and lieutenant commander and lieutenant, staff corps, by selection boards which convene on 10 July. Originally, these boards had been scheduled to convene in May. To be eligible for promotion to lieutenant commander, officers must have date of rank of 12 Apr 1945 or earlier. For promotion to lieutenant, officers must have date of rank of 6 June 1948 or earlier.

A selection board will meet on 31 July to choose USNR officers on inactive duty for promotion to the grade of lieutenant. Lieutenants (junior grade) with date of rank of 6 June 1948 or earlier, are eligible for selection by this board.

Reserve officers placed on the inactive status list prior to the convening of the boards are not eligible for selection.

Physics and Trig No Longer Required for Academy Exam

Physics and trigonometry are no longer required as part of the entrance examination for the U. S. Naval Academy or the preliminary examination for assignment to the U. S. Naval School, Academy and College Preparatory, according to BuPers Circ. Ltr. 40-51 (NDB, 31 Mar 1951).

The texts for these two subjects are no longer applicable and should be deleted from the list of requisites for study, which are contained in BuPers Circ. Ltr. 159-50 (NDB, 15 Oct 1950).

Officer Candidate Rating Established; Successful Course Leads to Ensign

A new enlisted rating—officer candidate (OC)—has been established for personnel selected as candidates for appointment to commissioned rank and immediate active duty in the General Line, U.S. Naval Reserve.

Under the new program, candidates for immediate active duty appointments will be enlisted in, or changed to the rating of, officer candidate (OC) and then ordered to the 120-day indoctrination course at the Naval School, Officer Candidate, being established at Newport, R.I. Classes at the new school will convene the first week of every other month. About 300 selected students are expected to attend each class.

The new officer candidate program replaces the program under which candidates were appointed ensign, USNR, and ordered to an indoctrination school at Monterey, Calif. The course at Monterey was discontinued with the 4 May 1951 graduation of the class which convened 12 Mar 1951.

Candidates who successfully complete the course will be appointed in the grade of ensign, USNR, and ordered to appropriate active duty.

Selected civilian applicants will be enlisted in the Naval Reserve for a period of four years in the rating of officer candidate. Those who fail the indoctrination course will have their rating changed from OC to seaman recruit, or other appropriate enlisted rating, and will be required to serve on active duty for a period which will meet the requirements of the then current selective legislation.

Selected USN and USNR candidates retain their status in USN or USNR, but will have their ratings changed to officer candidate in the same pay grade. Example: YN2 to OC2. Unsuccessful USN and USNR candidates will be reverted to their former ratings, i.e., from OC2 to YN2, and will be required to complete the remaining obligated service of their USN enlistment or USNR active duty.

Summary of Current Legislation of Special Interest to Naval Personnel

Here is a roundup of Congressional action on bills of interest to the naval establishment. The last legislative summary was reported in ALL HANDS, April 1951, p. 56.

Construction and Conversion — Public Law 3 (evolving from H.R. 1001): authorized the construction or acquisition of 500,000 tons of modern naval vessels, including an aircraft carrier not to exceed 60,000 tons, and the conversion of an additional 1,000,000 tons of existing naval vessels into modern warships and mine warfare vessels.

Alien Dependents — Public Law 6 (evolving from H.R. 1090): authorizes the admission into U.S. of alien spouses or unmarried minor children of service personnel or World War II veterans having honorable discharge certificates, provided the aliens are otherwise eligible, with nonquota immigration visas. Marriage must have occurred before 12 months after enactment of the act, which was 19 Mar 1951.

Housing and Rent Control — Public Law 8 (evolving from Senate Joint Resolution 39): continues for a temporary period (until 30 June) the provisions of the Housing and Rent Act of 1947 as amended. This act was scheduled to expire on 31 March. The extension has the effect of keeping about 2,000,000 dwellings under rent ceilings which would otherwise have been freed of controls.

Transfer of Warships — H.R. 3463: approved unanimously by the House Armed Services Committee; to transfer 24 U.S. destroyer escorts to friendly nations under mutual defense agreement. Request for approval was made by Admiral Forrest Sherman, USN, Chief of Naval Operations.

Naval Installations — H. R. 3464: introduced; to authorize the construction of naval installations, including temporary emergency housing and training facilities at Marine Corps schools, Quantico, Va., and a camp for one Marine regimental combat team at NAS Kaneohe, Oahu, T.H.

Filing War Claims — Senate Joint Resolution 40: introduced and passed

in Senate and approved by House with amendment; to extend the time within which prisoners of war may file claims under the War Claims Act of 1948.

Free Postage — Several bills on this subject have been introduced. They include S. 826: to provide free postage for members of the armed services; H.R. 3230: to provide free postage for members of the armed forces serving outside continental U.S. or in Alaska; and H.R. 3170: to provide free postage for certain fourth class mail matter sent to members of the armed forces in Korea and other specified areas.

Emergency Furlough — H.R. 3247: introduced; to provide for emergency furlough or leave for members of the armed forces serving outside the U.S. in the event of the death of a member of the immediate family.

Collisions at Sea — S. 1182: introduced; a bill to authorize the President to proclaim regulations for preventing collisions at sea.

Service Disability — S. 1185: introduced; to provide for the distribution to members of the armed forces on active duty of waterproof cards advising them with respect to the requirements for proving the incurrence of service-connected disabilities and to provide for the preparation and immediate forwarding of their medical records.

Naturalization — H.R. 3404: introduced; to amend the Nationality Act of 1940 to provide expeditious naturalization for persons serving in the armed forces.

Transportation Tax — H.R. 3413: introduced; to provide that the tax on transportation of persons shall not apply in the case of a member of the armed forces traveling for the purpose of visiting his home.

Selection Boards — S. 1039: introduced; relating to the composition of selection boards for retention of rear admirals.

Income Tax Exemptions — S. 891: introduced; to provide additional exemption from income tax for personnel on active duty. Would provide for an additional exemption of \$600 if a person is a member of the armed forces, plus an addi-

tional \$100 for each dependent, and would go into effect as of 1 Jan 1951.

Tax on Admissions — S. 286, H. R. 77: introduced; to exempt members of the armed forces from the tax on admissions to those places which do not charge fees other than the tax on admission; in effect, to permit free entry to such places.

Ship and Station Papers Can Get Editorial Service Through AFPS Membership

Subsequent to reactivation of many naval vessels and installations, there are equally numerous births or rebirths of ship and station newspapers.

Requests for publication assistance, addressed to Ships' Editorial Association, are received daily at BuPers. SEA, however, no longer exists, having been consolidated 15 Oct 1949 with the Armed Forces Press Service in New York. Until that date, SEA had been servicing ship and station papers since March 1945.

For the information of personnel formerly acquainted with SEA, and for newcomers in the editorial field, it is pointed out that AFPS furnishes a service similar to that once provided by SEA. AFPS supplies (free to armed services newspapers) two clip sheets weekly, plus stencils and mats, depending on the method of reproduction or printing involved.

In addition, a "Galley Guide" containing suggestions and aids for editors is distributed monthly to member publications. Also available is a critique service for the benefit of editors desiring to improve the format, layout, content, or over-all appearance of papers, especially those in the neophyte stage.

Editors of currently published service newspapers, or editors-to-be of papers in the planning process, may apply for membership in AFPS by having their commanding officers forward a request to Officer in Charge, Armed Forces Press Service, 641 Washington Street, New York 14, N. Y., via Publications Division, Executive Office of the Secretary, Navy Department, Washington 25, D.C.

Here Are Your Rights Under Soldiers' and Sailors' Civil Relief Act

Here is a quiz question the answer to which may be worth considerably more than \$64 to you—What benefits and privileges are you entitled to under the Soldiers' and Sailors' Civil Relief Act of 1940, still currently applicable?

Some possible answers, at least, are contained in BuPers Circ. Ltr. 185-50 (NDB, 30 Nov 1950), which outlines valuable information contained in this act as well as how best to utilize its provisions.

To begin with, there are a number of general points to keep in mind:

- The act is a complex one, some provisions of which have as yet not been adequately interpreted in the courts. It therefore behooves you not to depend on your own knowledge if you need help, but to seek aid from a legal assistance officer or from the legal officer in each naval district. These men can refer you to the proper authority if they cannot answer your questions themselves. On the frequent occasions when civilian lawyers are necessary in court appearances and on cases involving local matters, you may refer to special committees of the American Bar Association recently set up in all



states and many cities as during World War II. These are available to your dependents as well as to you.

Many of the benefits of the act do not flow to you automatically, but will apply only if proper application for relief is made to the court having jurisdiction over the specific question. For example, if you are hauled into court for non-payment of a state tax you must *ask* for relief under the act, if you wish it.

The act suspends enforcement of certain of your civil obligations *only* if your ability to meet them is im-

paired by reason of your military service. This last is important. It means, for instance, that you would probably not be entitled to any suspension of liability to pay installments on your house if your pay in the Navy is as high as your civilian income, or higher.

Some matters the act covers:

Rent and Eviction

Your dependents cannot be evicted from a home they are occupying at a rental of not more than \$80 per month except by court order. If it appears that the ability to pay rent has been adversely affected by your naval service, the court may grant a three-months stay during which time some equitable adjustment may be made. (SecNav, incidentally, is empowered to order a reasonable pay allotment for payment of rent on premises occupied by your dependents.)

Installments for Purchase of Property

If you are unable to meet installments due on real or personal property (on a car, for example) because of your entering the Navy, that property cannot be repossessed from you without court action. The court may order a stay in proceedings until three months after service ends, or may require repayment of prior installments to you in case of repossession, or may make any adjustment to fairly conserve the interests of all parties concerned.

Mortgages or Similar Obligations

Property owned by you when you entered the armed forces and retained during your active service cannot be sold, foreclosed or seized for non-payment on the mortgage debt unless you make an agreement with the mortgager allowing him to do that as provided in the act, or unless a court grants an order allowing him to take that action. Even then, the sale to be valid must be approved by the court. If the sale is made, the court is required to see that just payment is made to you.

Or, as in other matters, the court may stay proceedings or make any other disposition that the court considers fair to you.

You and your dependents are pro-

Transfer Doesn't Mean You Just Break Your Lease

A popular—but undeservedly so—misconception about the Soldiers' and Sailors' Civil Relief Act has to do with its provisions regarding termination of leases.

This act does not—repeat, *does not*—permit you to break a lease on 30 days' notice if it was entered into while you were in service. In other words, if you are already in uniform and sign a year's lease on an apartment, then two months later are ordered to duty in another locality, you are still legally bound by the terms of the lease.

In practice, this doesn't work out badly. At present in most parts of the United States you'll find no difficulty involved in vacating moderately priced housing. Luxury housing or very poor housing presents a different story—the point

being that a landlord may have trouble rerenting the premises and thus can hold you liable.

At first glance this might appear a shortcoming in the Act, but it isn't. If a serviceman could break his lease almost at will, what do you suppose his chances would be of renting quarters in the first place?

Incidentally, the same thing goes in many cases where the act protects you against obligations entered into before you enter the Navy, but not afterwards. If the act applied after your entry, you might find yourself "protected" right out of many extensions of credit which you can now get—buying a car on time, for example—because you can be held legally responsible.

ected against foreclosures or the enforcement of any lien for storage of household goods, etc., in the same manner as set forth for the protection of your mortgaged property.

Leases

You may terminate a lease on your home or place of business or farm by a notice in writing delivered to the lessor at any time following the date of beginning of your service, provided among other things that the lease was executed *prior* to your entry into service. The termination, however, will not become effective until 30 days after the next monthly rental payment is due. (The lessor may obtain modification of this measure from a court if such modification appears justified.)

Insurance

Information on insurance payments is given in detail in an appendix to the circular letter. One of the points is that you can apply to the Veterans Administration for protection of up to \$10,000 in the life insurance policies you hold with commercial insurance companies. (This does not include U.S. Government Life Insurance or National Service Life Insurance.) After you apply for this protection, your policies will not be allowed to lapse or otherwise terminate for non-payment of premiums, indebtedness or interest until two years after your period of service.

To be eligible for this protection feature, your insurance must meet the provisions of the act. (It would not be eligible if, for example, it contained any provisions excluding or restricting liability arising in connection with military service. Many of the commercial policies do include this provision, and it would be well for you to check them.)

In the meantime, the government will guarantee payment of premiums and interest at the rate specified in the policy for policy loans. You do not have to pay anything—yet. If at the expiration of the period of protection (two years after you have left service) the amount guaranteed by the U.S. has not been paid to the insurer, the amount then due will be treated as a policy loan. If that amount is greater than the cash surrender value of the policy, the

Civil Relief Act Won't Cancel Your Financial Debts

During the past few years discovery of many a "wonder drug" has made pneumonia, for example, a much less serious menace than in the past. But consensus of opinion is still that you'd be much better off not to get the disease in the first place.

The same idea applies to the Soldiers' and Sailors' Civil Relief Act. Though it will help you out of various straits, it's best to stay clear out of trouble.

Plainly speaking, it is not necessarily to your advantage to use some of the Act's benefits if you can afford to do otherwise. Contrary to the impression of some mis-

guided individuals, the act does not and is not intended to afford cancellation of any debts or obligations—it simply provides for deferment—frequently with interest charges—if circumstances justify it. In financial matters, therefore, it will be highly advisable for you to meet obligations as they arise.

The act might do good service in getting you out of the hole you fell into when you made your over-optimistic purchase of that super jet-powered, solid chrome 1951 Batmobile just before induction. But it can't do much about the impairment of your credit which very likely will follow.

policy will be terminated and you will owe the government the difference between the amount guaranteed and the cash surrender value.

In the event you die while your policy is protected by the act, the amount of any unpaid premiums plus interest at the provided rate for policy loans will be deducted from the proceeds of the policy.

Taxes

Under certain conditions the act relieves against any unpaid taxes or assessments (other than taxes on income). It does not prohibit sale of property for delinquent taxes, but provides that no sale shall take place until the tax collector shall have obtained leave of court to do so. If your property is sold, you have a right to commence action to redeem it within six months after termination of service. No penalty on delinquent taxes other than interest at six per cent annually shall be added.

The act also protects you against dual taxation, that is, against being taxed two places at once—where your home is, and where you happen to be sent by the Navy. For example, you don't have to pay a state income tax merely because you happen to be stationed in a state which has such a tax. But you do have to pay local sales taxes on your groceries. Best idea is to check on these taxation matters individually.

If your ability to pay income

taxes is materially affected on account of your naval service, collection may be deferred until not more than six months after the termination of your service. This regulation does not authorize, however, deferment in filing of returns.

Public Lands

Appendix (3) of the BuPers letter develops at some length the act's provisions regarding rights and claims to lands of the United States. If such provisions apply to you, you should consult regulations issued by the Department of the Interior for complete information. In the meantime, some privileges to which you are entitled are that military service will be figured equivalent to residence and cultivation for the same period (not exceeding two years) on a homestead entry or valid settlement claim, and time allowed for expenditures and reclamation on a

50 Sailors on Carrier Ship Over for 300 Years

Fifty sailors aboard *uss Valley Forge* (CV 45) shipped over for six years in one of the largest mass reenlistments ever held on a U.S. Navy vessel.

The bluejackets—career men, ranging from seaman apprentices to chiefs—were sworn in while the ship was in Korean waters.

WAY BACK WHEN

Request For Liberty

In the latter 18th century, the English navy was plagued by a series of mutinies, due most directly to small pay, inadequate attention to the sick, poor quality and meager food rations—and lack of liberty ashore.

Matters came to a head in one instance when, in April 1797, 32 delegates from 16 of "His Majesty's ships" expressed their grievances in writing to "The Right Honourable the Lords Commissioners of the Admiralty." Of the several subjects con-



tained in the petition, that concerning liberty is of especial note since the request sought establishment of regulations so closely paralleling those existing in today's U.S. Navy. The letter, in part:

"We, the seamen of His Majesty's Navy, take the liberty of addressing your Lordships in an humble petition, shewing the many hardships and oppressions we have laboured under for many years, and hope your Lordships will redress, as soon as possible. . . . That your Lordships will be so kind as to look into this affair, which is nowise unreasonable; and that we may be looked upon as a number of men standing in defence of our country; and that we may in some wise have grant and opportunity to taste the sweets of liberty ashore, when in any harbour, and when we have completed the duty of our ship, after our return from sea; and, that no man may encroach upon his liberty, there shall be a boundary limited, and those trespassing any further, without a written order from the commanding officer, shall be punished according to the rules of the navy; which is a natural request, and congenial to the heart of man."

desert land entry will be exclusive of the period of service and six months thereafter. Special relief is afforded homestead and desert land claimants who are physically incapacitated due to an injury which they received while they were serving in the armed forces.

Other Provisions

Don't get the idea that all aspects of relief afforded by the act are financial. If in any court case your absence due to naval service can affect your being properly represented, the court may institute a stay in proceedings. Example—a hearing on a wife's application to change status of the custody of a child under divorce decree while her husband was in service and was not able to be present. In this case, the court action was stayed until the serviceman could personally appear and present his entire case to the court.

Often a sailor won't even be aware that the act has helped him out. In his absence the court itself

may demand a certificate of service and very likely put the matter aside until it can be shown that the man has left service. Thus the act works to give you a square shake before the law, though you may be as far from the courtroom as Adak is from Zanzibar.

Navy to Commission 131 Medical School Grads

Under the Navy's Graduate Medical Training Program, 131 students who will graduate from civilian medical schools in 1951 have been selected to serve their internship at U. S. Naval Hospitals, beginning 1 July 1951.

Upon graduation, each will be appointed a lieutenant (junior grade) in the Medical Corps, Naval Reserve. The new medical officer will then be ordered into active military service and assigned to a naval hospital approved for intern training by the American Medical Association's Council on Medical Education and Hospitals.

Lighter-Than-Air Trainees To Come Only from Navy's Heavier-Than-Air Pilots

In integrating its lighter-than-air activities into its aeronautic organization, the Navy plans to fulfill all requirements for LTA training input with qualified HTA pilots only—from volunteers, if enough of them apply.

BuPers Circ. Ltr. 39-51 (NDB, 31 Mar 1951), which includes this information, gives a complete round-up of present Navy policies concerning its HTA-LTA flight training program.

Two other items in the directive's summary of long-range policy are:

- BuPers plans to permit LTA pilot volunteers in the grade of commander and below to take HTA training, and thus, eventually, have all LTA pilots qualified HTA.

- Dependent on requirements of the service, BuPers plans to retain continuously within the aeronautic organization all HTA-LTA-qualified pilots. This would eliminate the practice of rotating personnel between LTA and general service duties.

Here are instructions, as given in the circular letter, concerning applications for flight training of HTA pilots in LTA and LTA pilots in HTA:

Applications are desired only from naval aviators (HTA) (1310) of the Regular Navy and of the grade of lieutenant and below for LTA training. Classes will convene every four months at the Naval Air Station, Lakehurst, N. J., beginning on 1 June 1951. Each class will be composed of approximately 25 officers. Classes will be filled as far as possible with volunteers from the Regular Navy, plus aviation cadets and midshipmen completing advanced HTA training. All Regular naval officers ordered will as far as practicable come from among personnel who have completed a normal tour in HTA duty.

Applications are desired from naval aviators (LTA-qualified only) of the grade of commander and below, for HTA training. Officers who are to receive HTA training will be notified individually and will be ordered as they become available for assignment.

The following policies govern

LTA pilots who are ordered to HTA training:

- Officers less than 31 years of age when commencing HTA training will be given the standard basic and advanced training syllabus.

- Officers 31 years of age and over will be given the standard basic syllabus and special advanced training, with VF-type training eliminated.

LTA pilots who don't qualify in HTA, or don't request HTA training, will be governed by the following policies:

- Captains and commanders may continue the present rotational plan on LTA and general-service duties as far as practicable.

- Lieutenant commanders and below will not in the future be assigned duty within the aeronautic organization.

Officers with dual qualifications may expect rotation between HTA and LTA duties, the directive states. Flight-proficiency HTA aircraft will be available at LTA bases for HTA pilots to use in order to maintain their flight proficiency.

Facilities Are Enlarged At the Naval War College

Structural alterations in progress at the U.S. Naval War College, Newport, R.I., will permit the enrollment of larger classes in the Command and Staff course. The work of enlarging and rearranging facilities is expected to be finished in time for the August 1951 class.

Three courses are conducted at the War College, of which the Command and Staff Course is the newest. That course is for lieutenant commanders, while the other two, covering strategy, tactics and logistics, are for commanders and captains. The Command and Staff Course is designed to train lieutenant commanders for command of smaller units and for duties on the staffs of force commanders.

Besides affording more room for the Command and Staff Course, the remodeling will provide closer association between officers attending the two courses for captains and commanders. This is expected to emphasize the interdependency of strategy, tactics and logistics in naval warfare.

Cruiser's Ingenious Crew Members Make Own U.N. Flag

When you can't procure a flag, make one. That's the answer *uss Manchester* (CL 83) came up with when told there were no United Nations banners available.

The ship had gone through the Inchon, Korea, invasion with the Stars and Stripes flying from the yardarm, but no United Nations flag. *Manchester's* eight-inch guns were speaking for many nations and the crew thought it should fly the U.N. flag, too.

Supply ships were contacted. They signaled back, "Sorry, none available."

Determined not to go through another action without a U.N. flag, the captain called in his bridge supervisor to find out the possibilities of making a flag aboard ship. Gene L. Beck, QM2, usn, thought they could—if they could find a picture of the design and material of the right color for the background.

Another quartermaster found a picture of the flag on the back of a weather chart. A large piece of purple cloth was discovered. Beck took the bunting to the laundry where attempts were made to bleach it to the shade of the U.N. flag's background. They boiled it. They used strong bleaching solutions and spot remover. All efforts failed.

Harold N. Dressler, SHC, usn, in charge of the laundry, had an idea. Perhaps they could dye a piece of white bunting. As a for-

mer chief machinist's mate, he knew the machine shop had Prussian blue, used for spotting the surface of large bearings. But this dye was found unsuitable because of its heavy oil base.

The experimenters left the machine shop and headed for the sick bay. There, Amos W. Espinosa, HMC, usn, suggested trying methylene blue—a dye used to stain glass slides in bacteriological work.

By mixing alcohol with the methylene powder, they manufactured a strong dye. Adding it—a drop at a time—to a bucket of water, they finally obtained a tint that seemed to match the "United Nations blue."

A large rectangle of white bunting that had been hastily hemmed was dipped into the blue dye. The material was dried and pressed.

The task of drawing the design fell to Ralph A. Bannigan, RDSN usn, who completed the job in two days. It took another day to trace the design onto a well-bleached mattress cover.

John T. Larson, QM2, usn, cut out the design and sewed it onto the blue background. The flag was then pressed and presented to the skipper, Captain Lewis S. Parks, usn.

When Task Force 95 began one of the greatest bombardments of the Korean conflict, *uss Manchester* proudly entered the fray with its homemade U.N. banner hoisted aloft for the first time.

Academy Physical Exams Now Given in 20 Cities

Final physical examinations for candidates to the U.S. Naval Academy are being given at 20 naval establishments located throughout the U.S. and its territories. Previously, the final physicals were given only at Annapolis.

Purpose of decentralizing the final physical check is the necessity for early and nearly simultaneous formation of the newly entering class.

Regular Navy candidates attending the Naval Academy Preparatory School will be examined at the U.S.

Naval Hospital, Newport, R.I. Other examining centers have been established at Chelsea, Mass.; St. Albans, N.Y.; Philadelphia, Pa.; Portsmouth, Va.; Charleston, S.C.; Memphis, Tenn.; Pensacola, Fla.; Key West, Fla.; Jacksonville, Fla.; Corpus Christi, Texas; Dallas, Texas; Great Lakes, Ill.; Olathe, Kan.; Denver, Colo.; San Diego, Calif.; Oakland, Calif.; Bremerton, Wash.; Honolulu, T.H.; and Coco Solo, C.Z.

Candidates for the next class of the Academy will be ordered to report to Annapolis, Md., about 5 July 1951.

machine operators, laborers, guards, supervisory workers and others.

At the U.S. Naval Academy, an attempt was made to relate the loss of visual acuity to over-all proficiency of the midshipmen. No relationship was found. Class standing was not affected by loss of visual acuity.

Under the old requirement, from 15 to 17 per cent of USNA and NROTC graduates have been disqualified for reasons of vision. BuPers reasoned that by changing the requirement from 20/26 to 20/40 (Snellen Chart), 60 to 90 percent of those who would have been disqualified for poor vision will be retained in the service without lowering their efficiency as officers.

Vision Requirements For Waves Lowered

Vision requirements for women enlisting or reenlisting in the Regular Navy or Naval Reserve have been modified by BuPers Circ. Ltr. 34-51 (NDB, 15 Feb 1951).

Visual acuity—sharpness of vision—must be not less than 2/20 (20/-200 Snellen Chart system) in each eye, without glasses. The defects must be correctible to 20/20 in each eye and must not be due to active or progressive organic disease.

Previously, it was necessary to have visual acuity of at least 6/20 in one eye and 10/20 in the other eye in order to qualify.

BuMed Lists 13 Courses Available to Personnel

Members of the Medical, Medical Service, Nurse and Hospital Corps—either USN or USNR—may now enroll in 13 correspondence courses by submitting requests to the Commanding Officer, Naval Medical School, National Naval Medical Center, Bethesda, Md. Only one course may be taken at a time, however.

Formerly these courses were distributed by the Bureau of Medicine and Surgery.

Three are relatively new: Naval Preventive Medicine; Insect, Pest and Rodent Control; and Radiological Defense and Atomic Medicine.

The others are: Medical Department Orientation, Medical Department Administration, Functions of

HOW DID IT START

Dog Watch

"Dog Watch," the name given on ship-board to two watches of two hours each—one from 1600 to 1800, and the other from 1800 to 2000—was introduced many years ago to prevent the same men from always keeping the same watch at the same hours of the day.

Thus, the first and second dog watches, being stood by different personnel, split up the usual four-hour watch, and the duty hours for the watch sections are automatically shifted. On such occasions, sailors escape or *dodge* the same daily routine. Hence, they are *dodging* the watch, or standing the *dodging* the watch, or standing the *dodge* watch. In its corrupted form, *dodge* has become known as *dog*, and the procedure is referred to as *dogging* the watch or standing the dog watch.

Of the two watches, the first dog watch generally is considered most desirable by

sailors because it allows them a period of recreation or relaxation immediately following their evening meal. On the other hand, men of the second dog watch must report for two hours' duty after their chow.



Officers of the Medical Department, Physical and Psychobiological Standards and Examinations, Combat and Field Medicine Practice, Clinical Laboratory Procedures, Tropical Medicine in the Field, Special Clinical Service (General), Submarine Medicine Practice and Aviation Medicine Practice.

Dental Corps personnel should continue to submit requests for enrollment in correspondence school courses to the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C., Attn: Chief of the Dental Division.

Bluejackets Are Taught How to Become Leaders

An experiment in "chain reaction" lectures on leadership has been successfully carried out at the U.S. Naval Aviation Ordnance Test Station and the U.S. Naval Air Facility, Chincoteague, Va.

Designed to improve the over-all performance of personnel, the program began with instruction for chief petty officers.

After a kick-off talk by the commanding officer, Captain George K. Fraser, USN, several officers—instructed by the chaplain on educa-

tional practices—gave lectures to the CPOs. Each lecturer was a specialist in his subject.

The project snowballed when training was passed on to lower ratings by the CPOs. Infantry drill periods augmented the lectures and were conducted by the chiefs who had first been instructed by Marine drillmasters.

Unconvinced at first, the men eventually considered the course a "good deal" and began to notice many improvements in their own performance. Many hope a similar course will be given soon.

A "master plan" for the course may be obtained by writing to the U.S. Naval Air Facility, Chincoteague, Va.

Three Additional Training Courses Are Now Available

The following naval training courses are now available:

Utilities man 1 and Chief,
NavPers 10657.

Opticalman 2, 1 and Chief,
NavPers 10198.

Sonarman 3 and 2, Vol. 2.
NavPers 10139. This course has been classified "confidential."

Here's Complete Information on Housing Situation in the 6th Naval District

Information concerning the housing picture in various cities of the 6th Naval District is here offered you. In general, the communities mentioned here are all considered critical from the standpoint of rental housing, but the amount of difficulty likely to be encountered in obtaining quarters varies somewhat among them.

ALL HANDS regrets that, except in the case of Memphis, no information on trailer parks was included in the material made available to it. For the present, trailer owners can probably best obtain this information from publications offered by trailer dealers and the larger news stands.

As information comes in from other areas, it will be passed on to ALL HANDS readers.

Alabama

Auburn area—Private housing, when available consists of furnished and unfurnished apartments and houses. Most of them are two or three-bedroom units with rent ranging all the way from \$45 to \$125 per month. Cheaper housing in the form of small cottages may be obtained in two subdivisions at the edge of town, but is generally considered less desirable.

Hotel and motor court, accommodations are adequate, and readily available except on weekends marking special occasions. Rates are reasonable.

Huntsville area—The private housing situation is critical here, due partly to the large number of people stationed at nearby Redstone Arsenal. A local housing board offers assistance in locating housing, and the Monte Sano State Park is used

Include Trailer Info In Housing Reports

How's the trailer-park situation in your city?

More and more Navy families are purchasing house trailers and making their homes in them. They see ALL HANDS' discussions of conventional housing in various Navy towns and cities, and ask, "How about giving us trailerites the word too?"

So, when forwarding housing information to ALL HANDS, why not include information for today's covered-wagoners? Mobile-home owners and ALL HANDS magazine will appreciate it if naval activities which send in housing information will also include data on trailer park facilities.

as overflow space for people awaiting housing.

Small efficiency apartments in private homes, when available, are rented for \$50 to \$90 per month—to couples only. There are long waiting lists for apartments rented by the Housing Authority at reasonable rates. When available, two-bedroom houses rent for \$65 to \$125 per month. Families with children have more trouble than childless couples in obtaining accommodations.

Hotels, motels and motor court accommodations are available at approximately \$4 to \$7 per day per couple.

Mobile—Available private houses are large, in most cases, with rent at \$75 to \$150 per month. A three-room apartment rents for approximately \$65. Hotel and tourist court quarters are available at rates starting at \$4 per person.

Sheffield—There are practically no apartments or houses available. Sheffield has five hotels and six motels. The price ranges from \$3.50 to \$5 in the hotels; \$3 to \$4.75 in the motor courts, per day.

Florida

Green Cove Springs area—In the area immediately surrounding the Naval Air Station, the housing situation is considered critical. Housing is available, however, within commuting distance of 25 to 30 miles—at Jacksonville, Palatka, St. Augustine and Starke. In those communities an undetermined number of houses and apartments are available. Rentals average \$65 to \$75 per month for unfurnished two-bedroom dwellings.

Two hotels operate at Green Cove Springs, with daily rentals at approximately \$3 per person. There are two motor courts within a few miles of the Air Station.

Jacksonville—The housing situation is considered critical in the area near the Naval Air Station and Cecil Field. There is an especial shortage of two-bedroom and three-bedroom housing of all types, but there are one-bedroom apartments available, both furnished and unfurnished. The suitability of some units in the lower rental brackets is considered questionable, however.

Approximate rental costs are as follows:
Furnished apartments — one-bedroom, \$25 to \$85; two-bedroom, \$30 to \$90; three-bedroom, \$50 to \$90.
Unfurnished apartments—one-bedroom, \$25 to \$80; two-bedroom, \$30 to \$85; three-bedroom, \$50 to \$90.
Furnished houses — one-bedroom, \$50 to \$60; two-bedroom, \$60 to \$90; three-bedroom, \$75 to \$100; four-bedroom, \$90 to \$125.
Unfurnished houses — one-bed-

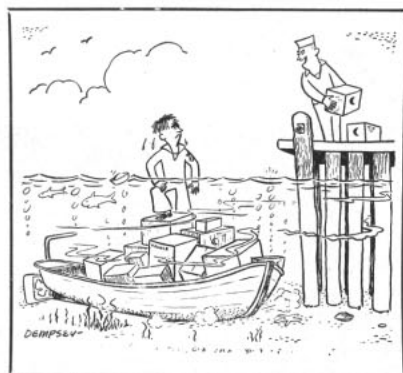
Five Sets of Brothers, Including Twins, on DD

The crew of USS *Ozbourn* (DD 846) has more than its fair share of brother acts.

The list begins with twins: Ray C. Motley, SA, USN, and Roy K. Motley, FA, USN.

Then there are the Burge brothers—Freddie and George—both SA, USN.

Eugene Howie, SN, USN, and Robert D. Howie, YN3, USN; Arthur Nave, MM3, USN, and Raymond Nave, SN, USN; together with Clifton and LaVern Buchan, FN, USN, round out the destroyer's five sets of brothers.



"Shove off, coxswain. Ya boat's loaded."

room, \$40 to \$50; two-bedroom, \$50 to \$80; three-bedroom, \$75 to \$100; four-bedroom, \$90 to \$125.

Motor courts, motel and hotels are available. Rates go from \$3 to \$6 per day for single rooms; from \$4 to \$8 for double.

Key West—The housing situation is considered extremely critical in the Key West area. Apartments and houses are generally almost unavailable. Prices begin at \$75 per month, and are much higher than that during the Winter tourist season.

Hotels and motels are available throughout the year, but accommodations in them aren't readily obtained in the tourist season. Daily rates vary from a minimum of \$2 per day per person in the summer off-season to \$10 per room during the tourist months.

Orlando area—The housing problem here is seasonal, with the situation considered critical during the winter. Approximate monthly rentals for furnished quarters are: one-bedroom, \$60 to \$100; two-bedroom, up to \$125; three-bedroom, over \$100.

Hotels, motels and motor courts are plentiful. Average rates are: hotels, single, \$3 to \$6; hotels, double, \$5 to \$14; motels, \$5 to \$8.

Pensacola area—Private houses, furnished or unfurnished, are very hard to obtain. They rent for \$80 to \$125 per month when available. Two-room and three-room apartments aren't too difficult to procure, either furnished or unfurnished. Personnel who can pay rent above \$90 per month may obtain desirable housing within a reasonable time. Unless they are prepared to pay rent at that level, personnel shouldn't move dependents to Pensacola before making definite housing arrangements. There are long waiting lists for Navy and government controlled housing.

Hotels, motels and motor courts are available. Rates range from \$2.50 to \$7.50 per day per person.

St. Petersburg—The private housing situation is critical during the winter season—1 November to 1 May. During that time it is practically impossible to obtain any type of housing. One and two-bedroom apartments are available on a yearly basis during the summer season, at \$65 to \$85 per month and up.

Transient accommodations are

WHAT'S IN A NAME

Beaufort's Scale

The Beaufort Scale used by our modern Navy to estimate wind velocity originated more than 145 years ago. In 1805, Sir Francis Beaufort, an admiral of England's Royal Navy, devised a system by which wind force could be measured and its strength indicated by numbers 0 through 12. Most subsequent scales have been based on Beaufort's. An adaptation of the scale is used by the U. S. Weather Bureau.

More scientific deductions as to wind conditions can be obtained from use of an anemometer (that commonly seen instrument with four small hollow hemispheres or cups which revolve about a vertical rod, the wind velocity being measured by a device which registers the revolutions of the cups).

However, anemometers can and often do get out of order. On the other hand, all vessels do not have anemometers. Lacking this instrument, or use of it, the speed of the wind can be closely estimated by observing the effect it produces on the surface of the water. Different degrees of sea disturbances can be matched on the Beaufort Scale with the indicated forces of wind required to produce these conditions.

Listed below are the Beaufort wind force numbers, followed by sea conditions, seaman's description of the wind, and the estimated velocity.

0—Sea smooth, like mirror; calm, less than 1 knot.

1—Ripples with appearance of scales formed, but without foam crests; light air, 1 to 3 knots.

2—Small wavelets, still short but more pronounced, crests have glassy appearance and do not break; light breeze, 4 to 6 knots.

3—Large wavelets, crests begin to break, foam of glassy appearance, perhaps scattered whitecaps; gentle breeze, 7 to 10 knots.

4—Small waves becoming longer, fairly frequent whitecaps; moderate breeze, 11 to 16 knots.

5—Moderate waves, taking a more pronounced long form, many whitecaps (chance of some spray); fresh breeze, 17 to 21 knots.

6—Large waves begin to form, white



foam crests more extensive everywhere (probably some spray); strong breeze, 22 to 27 knots.

7—Sea heaps up and white foam from breaking waves begins to be blown in streaks along direction of wind; moderate gale, 28 to 33 knots.

8—Moderately high waves of greater length, edges of crests break into spindrift (sea spray), foam blown in well-marked streaks along direction of wind; fresh gale, 34 to 40 knots.

9—High waves, dense streaks of foam along direction of wind, sea begins to roll, spray may affect visibility; strong gale, 41 to 47 knots.

10—Very high waves with long overhanging crests, resulting foam in great patches blown in dense white streaks along direction of wind, surface of the sea on the whole takes on white appearance, rolling of sea becomes heavy and shock-like, visibility affected; whole gale, 48 to 55 knots.

11—Exceptionally high waves (small and medium-sized ships might for a time be lost to view behind waves), sea completely covered with long white patches of foam along direction of wind, everywhere edges of wave crests are blown into froth, visibility affected; storm, 56 to 65 knots.

12—Air filled with foam and spray, sea completely white with driving spray, visibility very seriously affected; hurricane, above 65 knots.

(Beaufort's Scale was further divided into six hurricane forces: 12, 64-71 knots; 13, 72-80 knots; 14, 81-89 knots; 15, 90-99 knots; 16, 100-109 knots; 17, 110-118 knots.)

available in the summer season. Daily rates are approximately \$1.50 per person; \$25 and up, per week, in motels with cooking facilities.

Miami and West Palm Beach (Riviera Beach)—Private housing is available, with no shortage of one-

and two-bedroom houses and apartments reported during the summer season. However, some shortage may occur between 15 November and 15 May.

At Riviera Beach, hotels, motels and motor courts are plentiful. Prices

Here Are a Few Choice Recipes from Korean Front Lines

The things Leathernecks do with their field rations would turn an epicure green. Here are a few choice recipes from the Marines' "gourmet's guide to Korean eating":

Korean Gumbo: Melt a pound of butter, add two small boxes of puffed wheat, some sugar, water and a pinch of salt. Its concocter swears Korean Gumbo is good "if you don't forget the salt—that little salt makes all the difference."

Chocolate Cereal: This "filling, nourishing and tasty" dish is made from pressed cocoa and compressed C-2 ration cereal mixed with water and brought to a slow boil.

Battered Cereal: To shredded cereal, add C-ration cocoa, a little flour, water. Then mix to a batter

and fry like a pancake. "The secret is in the amount of water used."

Korean Delight: Mix fruit of any type with compressed cocoa. Heat it to the right temperature and it's "just like the hot fruit sundaes at home—almost." This delicacy also is known as the "front-line fruit sundae."

Fudge: Use one ration of cocoa to eight packets of sugar. Heat and then cool it until it hardens.

All impromptu chefs agree that more cocoa, more fruit and—oddly enough—more beans, should be included in field rations. They point out that beans can be eaten hot, cold or frozen. And beans always taste like beans.—Allen G. Mainard, Sgt, USMC.

there range upward from \$2 per day per person.

Mississippi

Greenville area—Due to the open-

SONGS OF THE SEA



A Sailor's Life

*I am a brisk and sprightly lad,
But just come home from sea, sir.
Of all the lives I ever led,
A sailor's life for me, sir.*

*Yeo, yeo, yeo,
Whilst the boatswain pipes all hands,
With a yeo, yeo, yeo!*

—Old Sea Chantey.

ing of new industrial plants, housing is short in Cleveland. Reopening of the Greenville Air Force Base may soon bring about a shortage in Greenville as well. Rent is reasonable, averaging \$45 a month for three-room apartments. Two-bedroom houses average \$65 a month, but aren't plentiful. Hotel and motel accommodations range from \$3 to \$8 per day.

Gulfport—Desirable housing is critical. When available, furnished apartments rent for approximately \$50 to \$65 per month; unfurnished apartments from \$37.50 to \$75 per month. Furnished houses range in prices from \$65 to \$150 per month; unfurnished from \$50 to \$125.

There are approximately 800 rooms in hotels, motels and motor courts in the Gulfport area. Rates run from \$3.50 to \$7 per day, single; \$5 to \$10 per day, double.

North Carolina

Elizabeth City—The housing situation in this area is critical. An expected increase in naval personnel there will further aggravate the situation. Enfield Apartments, a Government housing project, houses some naval personnel.

Normally, accommodations can be obtained in hotels, cabins and tourist courts, at prices ranging from \$2.25 to \$6 per day.

Cherry Point—The housing situ-

ation is considered critical everywhere within a 24-mile radius of Cherry Point. This includes New Bern, Morehead City and Beaufort. It is believed that even after completion of proposed Government housing in that area, there will be a shortage of housing for approximately 1,800 families—military and civilian.

The area offers approximately 140 rooms in hotels, motels and tourist courts, that rent from \$3.50 to \$4 per day.

Camp Lejeune—The housing situation in this area is very critical. A great number of personnel are forced to occupy housing as far as 55 miles from this activity. In Wilmington, N. C., which is 60 miles from Camp Lejeune, the Board of Realtors is urging the public to list all available space for personnel stationed at Camp Lejeune.

When available, accommodations in hotels, motels and motor courts rent for \$1.50 to \$6 per day.

Beaufort—Parris Island area—Such private housing accommodations as exist in Beaufort Township are all occupied. Rents range from \$25 to \$90 per month, with the average around \$50. Married personnel attached to the Marine Corps Recruit Depot, Parris Island, and the Naval Hospital at Beaufort who are eligible for government quarters far exceed the number of such quarters available. There are approximately 100 officers and 200 enlisted men on the waiting list. Some personnel have rented housing as far as 40 miles from their base.

There are three hotels with a total of 120 rooms in the area, and one nine-unit motor court in Beaufort. Rentals range from \$4 to \$8 per day. Almost all are occupied each night.

Charleston area—Private housing facilities are extremely limited. Naval personnel shouldn't transport their dependents to the area before making arrangements for their housing. Government low-rent housing—unfurnished—for enlisted personnel is available for men on shore duty only. There's a long waiting list for all such facilities, requiring a wait of at least three months.

When available, furnished one-bedroom apartments range in price from approximately \$65 to \$100 per

month, furnished two-bedroom apartments are priced at \$85 to \$125 per month. Utilities are extra.

Hotel accommodations can be obtained without difficulty. Also, there are several auto courts, where accommodations can be found at \$5 per day and up.

Georgetown—The private housing situation is critical here. There are three small hotels and four motor courts which are crowded every night with tourists and other travelers.

Tennessee

Knoxville—Small apartments and houses are available occasionally. When available, they rent for approximately the following amounts: Five-room house, \$65 per month average; six-room house, \$80 to \$100 per month. Unfurnished apartments—three-room, from \$45 to \$75 per month; four- and five-room apartments, from \$75 to \$150 per month.

Hotels, motels and motor courts are usually available. Rates are: Hotel rooms, single, \$4.50 and up; double, \$5 and up. Motels and motor courts, \$3 and up.

Memphis area—Within a 10-mile radius of naval activities here, the housing situation is critical. Within this perimeter, there are houses, duplexes and apartments, mostly unfurnished, which rent from \$40 to \$94 per month when available. There are very few furnished units. To obtain any of this housing one must go on a long waiting list, and a waiting period of 60 to 90 days follows. There are several trailer parks within this area (within the 10-mile radius of naval activities), but they are very crowded.

At a distance of approximately 20 miles, there are numerous available private housing units—principally in the city of Memphis. Rentals for unfurnished accommodations range from \$65 to \$125 per month. Public transportation from the city to naval activities requires at least one hour each way. Transportation by private car takes almost as long, because of traffic conditions.

All personnel ordered to the Memphis area should contact the Housing Officer, Naval Air Station, Memphis, Tenn., prior to transfer. This officer handles off-station housing for all naval activities in the area.

No hotels exist within 20 miles of

Travel and Transportation Allowances Are Revised for Personnel and Dependents

New travel and transportation allowances affecting all naval personnel and their dependents have been announced.

These new allowances were published in the Joint Travel Regulations—a publication which establishes standard travel regulations for all the uniformed services. The new allowances became effective 1 Apr 1951.

The most important of the changes are the following:

- The new allowances are equally applicable, insofar as practicable, to both officers and enlisted personnel, who are jointly referred to throughout the regulations as "members."

- The payment of mileage at the rate of six cents per mile for travel of members—officer or enlisted—within the United States under permanent change of station orders.

- The payment of a monetary allowance at the rate of five cents per mile (instead of issuing transportation requests) for travel of

the naval activities. There are four motor courts within a 10-mile radius, containing a total of 40 units. Rates range from \$4 to \$7 per couple per day. Numerous motor courts are available at a distance of approximately 20 miles, with comparable rates.

Inactive Reserve Nurses Should Keep Navy Informed

Reserve Nurse Corps officers on inactive duty should keep the Navy informed of any change in marital or dependency status.

Those who are married or have dependents under 18 are not being ordered into active military service at the present time. Occasionally, however, if one has not notified the Navy of her marriage or dependents, she is ordered to active duty only to have her orders cancelled.

Nurses who marry should report their change of name to the Chief of Naval Personnel via (1) their district commandant (2) Chief of the

members under temporary additional duty orders.

- An increase in per diem allowances from \$7.00 to \$9.00 for members in a travel and temporary duty status within the U.S.

- The payment of a monetary allowance at the rate of seven cents per mile under orders authorizing travel by privately owned conveyance as more advantageous to the government.

- An increase from four and two cents per mile rates for travel of dependents, to a monetary allowance at rates of six and three cents per mile with a maximum of eighteen cents per mile payable. (Three cents per mile is allowed for dependents under 12 years of age. Six cents per mile is allowed for those 12 and older).

- Payments are made in advance of travel by members, except in a few instances, of the mileage or monetary and per diem allowances.

For more detailed information on the new allowances, see your personnel or disbursing officer. The Joint Travel Regulations have been distributed Navy-wide.

Bureau of Medicine and Surgery.

Requests for resignation, from Reserve Nurse Corps officers who are parents, step-parents or who have dependents under 18—regardless of legal custody—are now being accepted. These requests, supported by documentary evidence, should be sent to the Secretary of the Navy, via (1) naval district commandant, (2) Chief, BuMed, and (3) Chief of Naval Personnel.

In both instances the requests should be mailed to the commandant.

QUIZ ANSWERS

QUIZ AWEIGH is on page 39

1. (b) Two half hitches.
2. (b) Clove hitch.
3. (b) wood block.
4. (c) Gin block. So-called from the fact that these types of block originally were attached to gins (three-legged, portable hoisting rigs).
5. (b) Swing to starboard.
6. (b) Swing to port.

Crew Members of an APD Get Awards for Heroic Rescue Work at Wonsan

A number of officers and crewmen aboard USS *Diachenko* (APD 123) have been decorated or awarded Letters of Commendation for outstanding service during mine-sweeping operations at Wonsan, Korea.

Lieutenant Commander James R. Wilson, USN, was awarded a Gold Star, in lieu of a second Bronze Star, with combat distinguishing device, for heroic service as commanding officer of *Diachenko*.

For maneuvering his LCVP alongside two sinking minesweepers to rescue personnel from the waters, Ensign Robert M. Park, USN, was awarded the Bronze Star Medal, with combat "V."

Ensign William B. Farnsworth, Jr., USN, was awarded the Bronze Star, with combat "V," for rescuing men from the minesweeper *Pledge* and assisting in the destruction of crypto-devices.

The following men were awarded the Bronze Star Medal, with combat distinguishing device, for their work in rescuing men from the waters and evacuating the wounded: John E. Chadwell, SN, USN; Eugene C. Evans, SN, USN; Edward B. Koch, QM3, USN; George M. Lambert, FN,

Helicopter Pilot Awarded Medal for Rescue Mission

Lieutenant Charles C. Jones, USN, a member of Helicopter Squadron One, has been awarded the Distinguished Flying Cross "for heroism and extraordinary achievement" as pilot of a helicopter during an aerial rescue mission near Sariwon, North Korea.

In an effort to rescue a downed Navy pilot, Lieutenant (then LTJG) Jones flew his helicopter deep into enemy territory, making two daring attempts to pick up the flyer despite intense enemy small arms fire.

When his fuel tank was hit on the second try, Lieutenant Jones was forced to leave the area. He successfully executed an emergency landing in the Han River, from which he was rescued and returned to his squadron.



"I told you I was going to get a Navy blue suit this spring."

USN; William V. Lock, SN, USN; Joseph T. Sylvia, Jr., ENFN, USN; and Gerald V. Williams, SN, USN.

Donald M. Salo, SO3, USN, was awarded a Letter of Commendation with combat "V," and a Bronze Star in lieu of a second Letter of Commendation, for aiding in the rescue of casualties and assisting the CO in clearing a safe passage through the mined waters.

For skillfully carrying out their parts in the operations, these men were awarded Letters of Commendation, with combat distinguishing device: Charles W. Andrews, EN2, USN; Charles W. Avey, SN, USN; James D. Colbert, SN, USN; William R. Ferguson, EN3, USN; Lee P. Jackson, SN, USN; Wallace P. Longmire, SO1, USN; Lynn C. Maxfield, SOSN, USN; and Alfred R. Watkins, SN, USN.

Letters of Commendation, with combat "V," were also awarded to the following men for their work in caring for casualties: Keith M. Bunce, HM3, USN; Eugene Gosper, EMFN, USN; James M. Miller, Jr., HMC, USN; John L. Ringer, HN, USN; Charles P. Shoemaker, HM3, USN; and John M. Sylvia, YNSN.

Nine Navymen Get Medals For Exploits at Inchon

Nine Navymen have been decorated for outstanding service during the amphibious assault landings at Inchon, Korea, on 15 Sept 1950.

For risking their own lives in order to save the lives of others, three landing craft crewmen were awarded the Silver Star Medal. They

are Paul J. Gregory, SA, USN; Richard P. Vinson, ENFN, USN; and William H. Ragan, SN, USN.

Because he managed to bring his landing craft to shore and debark the troops despite a painful bullet wound in his left shoulder, Chancey H. Vogt, SN, USN, was awarded the Silver Star Medal.

Lieutenant Commander M. Ted Jacobs, Jr., USNR, was awarded the Bronze Star Medal, with combat "V," for heroic achievements as officer-in-charge of the 104th Naval Construction Battalion Detachment during the invasion.

For meritorious achievement aboard USS *Southerland* (DDR 743), the following officers were awarded the Bronze Star, with combat "V": Commander Homer E. Conrad, USN; Lieutenant Commander Manley C. Osborne, USN; Lieutenant (junior grade) Einer A. May, USN; and Lieutenant (junior grade) Gene F. Gauthier, USN.

Boatswain's Mate Jumps Into Water, Saves Japanese

William O. West, BMC, USN, has been awarded the Commendation Ribbon and Metal Pendant for rescuing a drowning man in Yokosuka Harbor, Japan.

While the boatswain was busy trying to secure his ship to a mooring buoy, the buoy spun around, throwing both West and a Japanese civilian employee from their boat into the choppy sea. When West regained his position on the buoy, he saw his co-worker being swept away by the tide. West jumped into the water, swam to the drowning man's side and kept him afloat until help could reach them. His prompt and courageous action undoubtedly saved the life of the Japanese.

Two Navy Ensigns Honored Posthumously for Actions

Air Medals have been awarded posthumously to two Navy ensigns, John F. Kail, USN, and John R. Brinkley, USN, for action against the enemy aggressor forces in Korea.

Ensign Kail was attached to Fighting Squadron 113 aboard USS *Philippine Sea* (CV 47). Carrying out a glide bombing attack while operating in the Kunsan area of Korea, he destroyed an important enemy road

bridge across the Kum River. Later, while strafing enemy coastal shipping off the coast of Kunsan, he lost his life in a collision with another plane in mid-air.

Ensign Brinkley was attached to Fighting Squadron 23 on board *uss Boxer* (CV 21). During a six-day period he flew numerous missions, bombing and strafing enemy transportation and communications units and troop concentrations in the face of hostile antiaircraft fire. His actions "contributed materially to the success of his squadron in inflicting extensive damage on the enemy."

Navy Flier Honored, Plane Crashed in Hostile Area

The Air Medal has been awarded posthumously to Ensign Curtis L. Smith, USN, who was killed in action when his plane crashed and exploded in hostile territory near Sariwon, North Korea.

Ensign Smith had carried out several attacks on enemy installations and flew in missions providing close air support for United Nations ground troops.

A highly skilled pilot, Ensign Smith contributed greatly to the success of Fighting Squadron 112, attached to *uss Philippine Sea* (CV 47).

CO Given Legion of Merit For Service in Far East

The Legion of Merit, with combat "V," was awarded to Captain Edward L. Woodyard, USN, for outstanding service as commanding officer of *uss*

Sailor Rescues Pilot After Plane Crashes

When the pilot of a carrier-based jet plane crashed into the harbor at Newport, R.I., suffering severe injuries, Edwin J. Murphy, HM3, USN, jumped from his lifeboat into the cold, choppy sea to rescue the pilot.

Bringing the injured man to the surface, Murphy helped lift him into the lifeboat, administering artificial respiration and giving him first aid.

Murphy was awarded the Commendation Ribbon and Metal Pendant for his courage and initiative.

Sailor Loses His Life Saving Life of Friend

The Navy and Marine Corps Medal was awarded posthumously to Oscar J. Dyes, ME2, USNR, who lost his life while saving the life of a friend.

When a companion was caught in an undertow near the Beach Hotel, St. Augustine, Fla., Dyes immediately plunged into the treacherous waters in answer to the call for help.

He successfully battled the tide and assisted his companion to safety. Before he could reach a point of safety himself, however, Dyes was engulfed by the heavy sea and was not seen again until his body was found near the site of the rescue.

Rochester (CA 124) and a task group in the Korean area of hostilities.

Captain Woodyard carried out mine sweeping and fire support operations at Chongjin, Wonsan, Hungnam and Inchon, Korea, "expeditiously and efficiently without material or personnel mishap, thereby sustaining the high morale and combat efficiency of his officers and men, and contributing materially to the success of the operations," according to the citation he received.

Hospitalman Posthumously Honored for Korean Action

Warren Rod Hammett, HN, USN, has been posthumously awarded the Silver Star Medal for action against the enemy while serving with the First Marine Division in Korea.

When his unit was under enemy night attack he crawled across open ground and in the face of heavy enemy grenade and machine-gun fire succeeded in rendering aid to several wounded before being cut down by enemy fire.

The citation accompanying his medal reads in part: "By his courageous actions in saving others at the cost of his own life he served to inspire the members of his group to heroic endeavor toward repulsing the enemy attack and regaining fire superiority."

G.I. Bill Education Cut-Off Date Waived for Personnel on Active Duty

World War II veterans who interrupt their education under the G.I. Bill to reenter the armed forces may resume their studies after the 25 July 1951 cut-off date.

This policy also applies to veterans now on active duty who are attending school during their spare time and who are forced to discontinue their training because of military duties or transfers. They will be allowed to step up their part-time in-uniform training to full-time courses as civilians, if they wish.

Those veterans who started their G.I. Bill studies as civilians and then interrupted them to return to military or naval service will also be allowed to resume training after 25 July 1951.

Veterans desiring to take advantage of this policy must meet three requirements:

- Conduct and progress of their G.I. Bill courses must have been satisfactory.

- The period of training obtained after they return to civilian life will be limited to their remaining G.I. Bill entitlement.

- Their course may not extend beyond the final deadline of the G.I. Bill program—25 July 1956.

Veterans are expected to resume training "within a reasonable period" after their release from active duty.

Those taking G.I. Bill correspondence courses, whether in the service or otherwise, may not switch to classroom training after the cut-off date.

The ordering of a veteran to active duty has no effect on extending the deadline for educational benefits if he is not actually enrolled in a course or training at the time he is recalled. Consequently, these veterans who have voluntarily interrupted their course and those who have not yet initiated their training are still subject to the 25 July 1951 deadline regardless of any recall to service.

However, those veterans whose eligibility for G.I. benefits is based on a period of service which terminates subsequent to 25 July 1947, the cut-off date is not 25 July 1951 but four years from the date of discharge or separation.

Sub Training Available to Enlisted Personnel

Submarine training is now available at the Submarine School, New London, Conn., for qualified enlisted personnel in certain rates and ratings.

Men with the following rates may apply: QM, GM, FC, FT, RM, RD, SO, EN, TM, ET, EM, IC, YN, CS—all in pay grades E-4, E-5, E-6; HM in pay grades E-5, E-6, E-7; SN, FN, SA, FA and TN.

Requests should be sent to the Chief of Naval Personnel (Attn: Pers-B212d), via commanding officers and their administrative commands. Graduates may expect to be assigned to duty aboard submarines now in commission or under construction.

Candidates must meet requirements set forth in BuPers Circ. Ltr. 31-51 (NDB, Mar 1951).

Recruits undergoing recruit training, personnel attending naval schools, or personnel in a transient status are not eligible to submit requests for submarine training.

Enlisted personnel who have been

separated from the submarine force, and who are assigned the designator SS, may submit requests for return to the submarine force, provided that they are physically and temperamentally qualified. Such personnel who are on sea duty may submit requests through official channels to ComServLant via ComSubLant, or to ComServPac via ComSubPac as appropriate. Those who are not serving under the jurisdiction of a service force command may submit their requests through official channels to the Bureau of Naval Personnel via ComSubLant and ComServLant, or ComSubPac and ComServPac, as appropriate.

Men previously qualified but declared "temperamentally disqualified for submarine duty" are not eligible for return to submarine duty at any future date. Those disqualified for physical reasons will be eligible for reassignment to submarine duty only after having been found fit by a submarine medical officer as a result of an examination.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 18—Cancels Alnav 15-50 and gives instructions on examinations for promotion of USMC officers.

No. 19—Designated 1 April as effective date of joint travel regulations.

No. 20—Lists USMC officers promoted to rank of major.

No. 21—Covers disposition of cowpox virus vaccine.

No. 22—Lists assessments to ships stores' profits.

No. 23—Requires legal officers to submit data on qualifications to Judge Advocate General.

No. 24—Announces extension to 31 Jan 1952 of reduced round trip fares.

No. 25—Extends deadline for accepting NSLI good health certification applications and calls for canvass by COs to advise personnel of full coverage rights.

No. 26—Gives instructions relating to provisions afloat.

No. 27—Contains instructions concerning application for officer candidate course at Naval School, Newport, R.I.

No. 28—Specifies that frostbite is

Motion Picture Exchange Lists Movies Distributed

Motion pictures now being distributed among ships and overseas bases, obtained through the Navy Motion Picture Exchange, Brooklyn, N.Y., are listed in ALL HANDS as they become available from the Exchange.

For the convenience of motion picture operators, numbers of the programs are included in the following list. All prints are 16-mm.

Operation Pacific (564): Drama; J. Wayne, P. Neal.

Born Yesterday (557): Comedy; B. Crawford, J. Holliday.

Branded (550): Western melodrama; A. Ladd, M. Freeman.

Magnificent Yankee (554): Drama; L. Calhern, A. Harding.

The Enforcer (559): Crime melodrama; H. Bogart, Z. Mostel.

Tomahawk (565): Western; V. Heflin, Y. DeCarlo.

California Passage (555): Western; F. Tucker, A. Mara.

Mystery Submarine (547): Spy melodrama; M. Carey, M. Toren.

Kansas Raiders (548): Western; B.

Donlevy, Marguerite Chapman.

I'd Climb the Highest Mountain (554): Drama; S. Hayward, W. Lundigan.

Two Weeks With Love (560): Musical comedy; J. Powell, R. Montalban.

Blue Blood (556): Horse racing melodrama; B. Williams, J. Nigh.

Sierra Passage (558): Western; W. Morris, L. Albright.

The Mating Season (568): Melodrama; G. Tierney, J. Lund.

Bowery Battalion (563): Comedy; L. Gorcey, H. Hall.

Three Desperate Men (562): Western; P. Foster, V. Gray.

September Affair (561): Drama; J. Fontaine, J. Cotten.

The Tougher They Come (546): Western; P. Foster, W. Morris.

Man Who Cheated Himself (549): Crime melodrama; L. Cobb, J. Wyatt.

Mudlark (566): Drama; I. Dunne, A. Guinness.

Under the Gun (551): Melodrama; R. Conti, A. Totter.

High Lonesome (553): Western; J. Barrymore, Jr., L. Butler.

Katie Did It (545): Comedy; A. Blyth, M. Stevens.

Spoilers of the Plains (567): Western; R. Rogers, P. Edwards.



"Now hear this . . ."

not considered a qualification for award of the Purple Heart.

NavActs

No. 4 — Announces application deadline for postgraduate courses in aeronautical engineering, aeronautical engineering armament, aeronautical engineering electrical, and engineering electronics.

No. 5—Announces eligibility requirements and date for applying for guided missiles course.

BuPers Circular Letters

No. 31—Covers eligibility of enlisted personnel for assignment to submarine duty and personnel who may request initial submarine training.

No. 32—Announces distribution in May of "Career Plotting Sense" booklet to all ships and shore stations.

No. 33—Contains instructions on reenlistment and voluntary extension of enlistment of USN and USNR personnel on active duty.

No. 34 — Modifies visual acuity standards for women enlisting in USN and USNR.

No. 35—Specifies American Red Cross reports shall be treated as confidential.

No. 36—Lists officers promoted to grade of commander.

No. 37—Provides instructions to officers on keeping biography sheets current.

No. 38—Lists USNR officers promoted to grade of lieutenant (junior grade).

No. 39—Amplifies policies of integrating lighter-than-air program with the aeronautic organization.

No. 40—Announces deletion of

physics and trigonometry from those texts required for study prior to entering U.S. Naval Academy.

No. 41—Covers use of priority ratings on canned beer orders.

No. 42—Announces future availability of Army type identification tags and necklaces for naval personnel.

No. 43—Cancels 1 Oct 1951 as date when commanders and above would be required to have evening dress uniforms, which remain optional.

No. 44—Makes changes to technical field designations for certain Limited Duty Officers.

No. 45—Points out benefits payable under Social Security Act to service personnel for World War II service.

No. 46—Amends regulations on per diem allowances for personnel outside continental U.S.

No. 47—Contains additional information on officer promotions for fiscal year 1951 including eligibility and convening dates for selection boards.

No. 48—Announces rates for special Federal excise taxes-occupation taxes by recreational activities operating with nonappropriated funds.

New Schools to Open Soon For DCs and Metalsmiths

Two new Navy schools now commencing instruction are the Class A Damage Controlmen School and the Class A Metalsmiths' School. Each will graduate classes of prospective artificers every two weeks.

The Damage Controlmen School is located at the Naval Damage Control Training Center, Treasure Island, San Francisco, Calif. Its classes will be composed of 18 students, of whom 15 will be selected graduates of recruit training. The other three will come from Service Forces of the Pacific Fleet.

Norfolk, Va., is the location of the new Class A school for metalsmiths. The school, to be situated at the Naval Receiving Station, will offer instruction to 15 trainees per class. Of these, 13 will be newly selected recruit training graduates. A quota of two trainees per class is assigned to Commander Service Forces, Atlantic Fleet.

Both schools are under management control of BuPers.



'I don't know how he gets in, but he shows up every time we serve cold cuts and pickles.'

HERE'S YOUR NAVY

Ever since the world's second ship was built, men have desired to communicate from one vessel to another without the trouble of bringing the



ships into hailing distance of each other. Ways to do so were devised, and despite the electronic wonders of this age, some of the communication methods used today are very old.

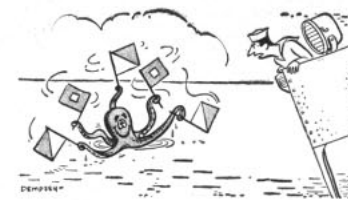
Visual signaling consists mainly of three methods: Flashing light, semaphore, and flag hoist. Of the three, flag hoist is the most rapid and accurate means when ships are within seeing distance during daylight hours.



That method is especially good for sending tactical signals. However, messages can't vary much. They must be limited to the signals and their meanings as given in the signal books employed.

★ ★ ★

Semaphore is also good in the daytime. It's faster than the flashing light method, and can convey any message desired—spelling out the words in the semaphore alphabet. Although more easily picked up by enemy eyes than flag hoists or sema-



phore, the flashing light is best at night and for longer distances in the daytime. The Morse code is used in this method, and the message is blinked across the waves via yardarm lights or searchlights.

BOOKS:

STREAM OF NEW VOLUMES FLOWS TO NAVY READERS

THE REPLENISHING stream of new books continues its flow to ship and station libraries throughout the Navy. Look these over for a selection to your liking. The library section at BuPers chose these and others from the nation's literary harvest for good reading.

* * *

• *The Caine Mutiny*, by Herman Wouk; Doubleday and Company, Inc.

This is the "made-up" story of the old destroyer-minesweeper *uss Caine* during a World War II year in the Pacific, and of the events which occurred after the year was over. It's the story of Willie Keith, through whose eyes the reader sees the action of the story—Willie, who starts out as a careless, good-humored Princeton boy and ends up a hard-bitten man. It's the story of "Captain" Queeg, a slightly comic, strongly tragic, petty tyrant, and of Lieutenant Maryk, his executive officer, and of all the "Asiatic" crew.

Here is fiction at its best, about

one of the worst imaginable units of the wartime Navy. While the wild ship *Caine* isn't, of course, typical of the U.S. Navy, the entire story rings as true as the sound of a boatswain's pipe. The author, a well rounded writer, served four years in the Navy during WW II, and during part of that time was himself the executive officer of a destroyer-minesweeper.

The mutiny on the *Caine* was no mutiny such as Captain Bligh's men performed aboard the *Bounty*; there were no cutlasses drawn, no pistols fired. But the situation leading up to it, and the aftermath, too, were almost as rough. It's a first-rate work of fiction.

* * *

• *I'm Sure We've Met Before*, by Lieutenant Commander Max Miller, USN; E. P. Dutton and Company.

This is a pleasant little book which tells how it is to be a Reserve officer back on active duty in the Pacific so soon after the end of World War II. We see today's Pearl

Harbor; talk with patients on a hospital ship in Korea, with pilots on a "jeep" carrier. We ride an overloaded LSM through a mine field, and later listen to the romantic lies of two sailors aboard the amphibious force flagship *uss Mount McKinley* (AGC 7). No one will be making a mistake to read this good-humored sketch if he has a couple of hours to spend.

* * *

• *The Maggie Murphy*, by John Joseph Ryan; W. W. Norton and Company, Inc.

Here is another account of far travel in a small ship, but not "just another" tale, by any means. And though the journey was made almost without funds, it most certainly was not without fun.

It's about two young men of our Pacific Northwest who thought they'd like a season of fishing in Alaska—in their own boat. The hull they acquired for one dollar, salvaging it from a mud flat where it long had lain as a derelict. The motor, the steering wheel and many other parts were the dismembered parts of a \$20 Model A Ford.

They got there—with almost no money left; they fished for a season, and they survived.

* * *

Here are two new books which are vying for a place in the private library of every naval officer:

• *The Naval Officer's Guide*, by Arthur A. Ageton, Rear Admiral, USN (Ret); McGraw-Hill Book Co., Inc. (\$4.50)

This is a new (4th) edition of the popular and successful handbook which long has been considered by many to be the basic guide for naval officers. In addition to the information offered by the last previous edition, this issue includes the many changes in training, regulations, uniform, pay and other naval matters which have gone into effect since the end of World War II.

• *The Naval Officer's Manual*, by Harley F. Cope, Rear Admiral, USN (Ret) The Military Service Publishing Co. (\$3.50)

A comprehensive and up-to-date compilation of information which should prove useful to every naval officer. In addition to others, Reserve officers returning to active duty will find *The Naval Officer's Manual* a valuable aid in meeting career problems. There are 333 pages of pictures, charts and text included.

Progress of Series on Naval Operations in WW II

A series of books known as the *History of United States Naval Operations in World War II*, by Samuel Eliot Morison, is being published. Six volumes of the work are now available, with eight more forthcoming. You are here given a report on the series and its progress, with dates or expected dates of publication included.

I. *The Battle of the Atlantic* (September 1939–May 1943)—Published November 1947.

II. *Operations in North African Waters* (October 1942–June 1943)—Published February 1947.

III. *The Rising Sun in the Pacific* (1931–April 1942)—Published September 1948.

IV. *Coral Sea, Midway and Submarine Actions* (April–August 1942)—Published September 1949.

V. *The Struggle for Guadalcanal* (8 Aug 1942–10 Feb 1943)—Published November 1949.

VI. *Breaking the Bismarck Bar-*

rier (July 1943–May 1944)—Published November 1950.

VII. *The Conquest of Micronesia* (1943–1944)—To be published in autumn 1951.

VIII. *New Guinea and the Marianas* (1944)—1952.

IX. *Sicily, Salerno, Anzio* (June 1943–June 1944)—1953.

X. *The Atlantic Battle Won* (May 1943–May 1945)—1954.

XI. *The Invasion of France* (1944)—1955.

XII. *Leyte* (1944)—1956.

XIII. *The Liberation of the Philippines* (1945)—1957.

XIV. *The Liquidation of the Japanese Empire* (1945)—1958.

As these books have appeared, they have been purchased in considerable numbers by the Navy for ship and station libraries. Also, they can be purchased in book stores or direct from the publisher—Atlantic, Little-Brown, of Boston, Massachusetts.



"Fightin' Two"

PEACE AND WAR: 1927-1942

Here's the story of a remarkable squadron, Fighting Two, and its "hot" pilots, mostly enlisted men. By Earl E. Smith, JOC, USN.

GET A shipboard bull session shifted back to the Old Navy—to the days when naval aviators flew by the seat of their pants—and talk will turn to Fighting Two, "The AP Squadron."

Although only nine years have elapsed since Fighting Two's planes last roared off the flight deck of *USS Lexington* (CV 2), and returned to find the ship in flames, the squadron has already become a legend of naval aviation. During the 16 years it formed a flying roof over the Fleet, Fighting Two was perhaps the most unusual naval organization in existence.

To have been a member of the squadron was and is still considered an honor. Even today tales of its colorful and skilled enlisted pilots—Darling, Harshman, Oskay, Finney, and many others—are being told over many a cup of joe. Experienced naval aviators declare

that a more enthusiastic, happier, energetic—or cockier—group of expert fliers have never been assembled in one unit. Says a rear admiral, the squadron's skipper some 20 years ago: "I have never been prouder of any organization in the Navy than that command."

Fighting Two was a hand-picked squadron. Operating from the Navy's first three carriers—*Langley*, *Saratoga*, and *Lexington*—its pilots flew every type of carrier fighter from the early bailing-wire-and-canvas biplanes to the stubby Grumman F4F *Wildcats* of World War II fame. In the highly competitive Fleet gunnery and bombing competition, Fighting Two was a respected opponent, compiling a brilliant record through the years. A senior aviator, who flew with another squadron, says: "Fighting Two was always a tough outfit to beat. The idea of being licked for the gunnery trophy by that

"Fightin' Two" (CONT.)

gang of chiefs was so indigestible . . . that other squadrons worked like fiends. Fighting Two set a rugged pace, and it resulted in the efficiency of all squadrons being increased."

Fighting Squadron Two-B was basically an enlisted man's squadron—an outfit of sailor fighter pilots. Placed in commission 4 Jan 1927, it was considered an experiment to "test the feasibility of enlisted men acting as pilots of fighting planes." (The Navy always had enlisted aviators, but few have been fighter pilots.) Earlier, in 1925, an investigative board found that naval aviation was causing too heavy a drain on the Navy's commissioned personnel, and decided that more enlisted aviators should be used. Congress passed a law requiring that 30 per cent of the Navy's pilots be enlisted personnel.

Out of these circumstances was born the idea of an enlisted fighter squadron with officer section leaders. Lieutenant Commander J. M. Shoemaker, USN, was appointed to organize the squadron and became its first commanding officer.

Fighting Two was organized as an 18-plane squadron, made up of six sections of three planes each. As each section leader was an officer, this left 12 pilot billets open to sailors holding the rating of "aviation pilot" (AP). When word of the new outfit spread around the Navy, almost every enlisted pilot wanted that duty. From these, Lieutenant Commander Shoemaker carefully selected the most skilled and experienced men.

When planes of newly formed Fighting Two taxied down the dirt runways of NAS San Diego on its first training flight, this was the general picture of naval aviation: The Navy had only one carrier, USS *Langley* (CV 1), which had been converted from the collier *Jupiter* (a coal carrying vessel). Two others, USS *Lexington* (CV 2) and USS *Saratoga* (CV 3) were being built. A total of 472 officers and 108 enlisted men were wearing pilot's wings. The Navy's hottest fighter plane had a 400-horsepower engine, could zip along at 163 knots, and climb to 10,000 feet in about 12 minutes. This was the Curtiss *Hawk*, with a maximum range of about 382 miles. There were, of course, no radios in planes, and squadron leaders passed the word by hand signals and wing-wagging.

First planes assigned to Fighting Two were the old VE-7 biplane fighters. Built by the Naval Aircraft Factory, these planes had already been in use for many years. (In 1922 Lieutenant Commander V. C. Griffin, USN, had made the first take-off from the deck of USS *Langley* in a VE-7.) The canvas-covered biplane was powered by a 180-horsepower water-cooled engine, had a maximum speed of 118 knots, and required over five minutes to climb 5,000 feet.

Regardless of the pilot's skill, there was a limit on what could be accomplished with the VE-7s, and, as training progressed, Fighting Two's pilots cast envious glances at another squadron whizzing by in its newer F6C-1 Curtiss *Hawks*. Then fortune smiled on them. Fighting Two inherited another squadron's Curtiss *Hawks* when it was decided these planes were too "hot" for the small flight deck of *Langley*, to which the other squadron was reporting.

Meanwhile, Lieutenant George F. Chapline, USN, be-

came CO of Fighting Two. When the Fleet pulled out it left Fighting Two the only squadron on North Island, and they went to work in earnest. From dawn to darkness the squadron practiced high speed maneuvers, crossovers, turns, reversals. The enlisted pilots, eager to make a good showing against "all-officer" squadrons, worked tirelessly. Officers assigned to the squadron were highly enthused at the morale of the organization, and consequently worked even harder themselves. "I've never seen such a bunch of eager beavers," a retired officer, who was in the squadron at that time, recalls. "The pilots would fly all day and then work half the night with plane crews to keep those crates flying. I don't remember our flight schedule ever having a plane out for repairs."

Just when Fighting Two was whetting a sharp edge on their flying with the *Hawks*, along came a radical new plane—the Chance Vought FU-1. It had a greater range than any of the previous fighters, and was equipped with an enormous new Roots supercharger that gave it a service ceiling of 29,000 feet. As soon as the new planes were broken in, off came the wheels and on went floats. Fighting Two gathered up its gear for a tour of duty on board the battleships of the Battle Fleet.

When the Fleet got underway for maneuvers in the Hawaiian area, one float-equipped fighter from VF-2B was on board each battleship. The mission of the squadron at that time was somewhat different from the role of battleship and cruiser scout planes in later years. While they were called upon to perform spotting and scouting work, their primary role was that of a fighting and bombing squadron, to protect the Fleet against attack by enemy planes, and to deliver attacks against the enemy fleet.

Lieutenant O. M. "Sam" Darling, USN (Ret), who was a CAP—chief aviation pilot—in the squadron at the time, tells of an incident as the Fleet moved into Hawaiian waters. "The squadron was patrolling over the Fleet when some Army fighters from Oahu spotted our lumbering seaplanes and thought they had some easy meat. We were flying at 12,000 feet when the land-based fighters 'attacked'. The Roots blower gave us sea-level pressure at that altitude, and our tight-turning FU-1s swarmed all over them. Later on I met an Army pilot who was in the fracas. He asked me if there was some new super engine in the float planes."

By June 1928, Fighting Two was back at NAS with a new skipper, Lieutenant (now Rear Admiral) H. M. Martin, USN. Nearly all of the enlisted pilots were chiefs, many of them old timers with fabulous careers. Lieutenant (now Rear Admiral) A. K. Doyle, USN, exec of the squadron then, recalls: "Fighting Two's top AP at the time was Roger 'Tex' Marley, CAP, USN, the famous old *Langley* baseball pitcher. One of my wingmen was Fred Wallace, CAP, USN, who I think was the best pilot the Navy has seen since George Cuddihy (famous Navy racing pilot) was killed. One of the more prominent citizens in the squadron was Trent Driscoll, CAP, USN, who had been Pancho Villa's chauffeur when that bandit was in his prime in Mexico. He was author of a classic remark that passed around the Fleet for years. Speaking of a generally disliked character in another squadron, Driscoll said, 'He's as much use as a side saddle on a hog.' They were a great gang, and flew, bombed and shot beautifully."

Late in 1928 Fighting Two was supplied with the

Navy's newest plane—the F3B-1. With 400 horsepower at their fingertips, Fighting Two pilots literally chewed up the skies. Skipper Martin worked them in cross-over turns, reversals, and precision flying until it appeared to be done with magic. Shortly afterwards the squadron was assigned to USS *Langley*.

2

A few months later preparations began for the annual war games conducted by the Fleet off Panama. The new *Lexington* and *Saratoga*, their shakedown cruises completed, would participate for the first time.

As the games began, it was assumed that hostilities had been in progress for some months. The Black Fleet—consisting of the battle fleet, a group of submarines, a supply train, and as originally planned, *Saratoga* and *Langley*—would be the attacking force. They were to attack and “destroy” the Panama Canal, defended by the Blue Fleet. The Blue Fleet consisted of the Scouting Force, its submarines and supply train, USS *Lexington*, plus support by the 49 Army and Navy planes stationed at the Canal. This gave the Blue Fleet 145 planes against the Black Fleet's 116.

Fighting Two was scheduled to take part in the exercise as a *Langley* squadron, but that carrier blew up a boiler and the squadron was transferred to *Saratoga*. Fighting Two's pilots, accustomed to operating from *Langley*, could not overcome their awe of the “Queen of the Seas,” some 888 feet long. A pilot who made the cruise, Lieutenant (junior grade) (now Rear Admiral) Murr E. Arnold, USN, tells of an amusing incident.

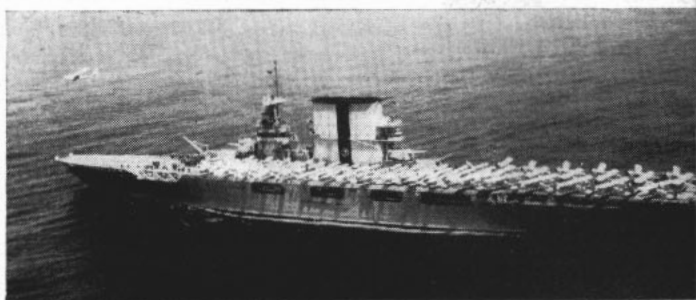
“Chief Aviation Pilot Sam Darling was probably the hottest flyer in Fighting Two at that time. Sam, accustomed to the short deck on *Langley*, couldn't understand why all that flight deck space was needed for take-off. Normal procedure at that period in carrier operations provided for the pilot commencing take-off from his position in the ‘stationary deck spot.’

“On his second or third take-off from a position well aft, Sam took off in a ‘flipper turn’ around the bridge and almost knocked Admiral Reeves' hat off. The admiral blew his top, sent for the squadron CO and ordered him to instruct Darling to keep his wheels on deck until reaching the forward end of the flight deck. On taking off next day, Sam carried out these instructions—but promptly looped right back over the ship, causing a renewed outburst from the admiral. Again the squadron CO was called and directed to tell Darling not to pull up, or turn, on take-off until he was at least one-half mile from the ship.

“Sam obeyed instructions. On his next take-off he gunned his plane straight down the flight deck, making no attempt to become airborne. The plane literally fell off the bow of the carrier and disappeared from view. For a moment there was consternation, then we noticed Sam skimming along the water, practically bouncing from wave to wave. He continued on an arrow-straight course, never more than six feet above the water, clear over the horizon.

“Sam probably would have been kicked out of the squadron if the admiral hadn't realized that only an expert pilot could have pulled such a stunt.”

As the Black Fleet approached Panama, plans were made for the “attack.” Because his force was inferior in planes, Admiral William V. Pratt, USN, in command of the Black Fleet, based his plans on a surprise air attack. *Saratoga* was to sweep south of the main body



and launch planes against the Pacific end of the Canal, while USS *Aroostook* (her one seaplane representing the missing *Langley*'s squadron) would launch her plane against the Atlantic end in time to make the two attacks simultaneously.

Complications arose. A Blue Fleet destroyer and cruiser (USS *Detroit*) unexpectedly showed up, and a “battle” was on. The Blue destroyer was judged sunk by the umpires, and the Blue cruiser damaged. *Saratoga* was assessed minor damage and penalized 10 per cent of her speed. What was worse, the Blue cruiser trailed and constantly reported *Saratoga*'s position, despite the umpire's orders for it to keep away.

Under the circumstances, it was decided to launch *Saratoga*'s planes an hour before dawn, with the thought in mind that Blue Fleet officials were probably expecting *Sara* to get them off at daylight. Seventeen dive bombers, 17 torpedo planes and 32 fighters (including those of Fighting Two) roared off *Saratoga*'s flight deck in darkness and headed for the Canal, some 140 miles away. Three of the planes were rigged to send radio messages.

Just as it was getting light, *Saratoga*'s planes swooped down on the napping Canal, “strafing” and “bombing” Pedro Miguel and Miraflores locks. Next they pounded the airfields at Fort Clayton and Albright. Nine Army fighters came up—and Fighting Two promptly climbed on their tails. With both locks theoretically destroyed, the triumphant air group headed back to *Saratoga* with only one technical loss. Meanwhile, *Aroostook*'s “squadron” had also successfully carried out its attack.

Later in the operation, Fighting Two tangled with planes from the Blue Fleet's *Lexington*. What the *Lex* pilots didn't know was that an inventive engineering chief on *Saratoga* had dreamed up a carburetor “gizmo” for Fighting Two's planes. This gadget allowed the engine to run when the plane was upside down—a startling development at that time. Right then and there Fighting Two introduced some new tricks in aerial dog-fighting. The baffled *Lex* pilots suffered heavy “losses.”

None of the previous yearly war games had proven so spectacular. It was the greatest assembly of naval aircraft yet seen, and the bold carrier strike on the Canal attracted wide attention. Speculation on the future of naval aviation became a topic of wide discussion. No one was more highly elated than *Saratoga*'s pilots.

3

By March 1929, Fighting Two was back at NAS San Diego, practicing maneuvers and gunnery for the annual Fleet Aircraft Concentration. Lieutenant Martin was detached, and Lieutenant Commander F. W. Neilson, USN, became C.O.

One night in June when the squadron was practicing night formation flying over North Island, Lieutenant A. K. Doyle and his two wingmen started in for a section

"Fightin' Two" (CONT.)

formation landing. He relates: "Lieutenant A. F. 'Hooks' Marley, USN, was up qualifying in an F3B with wing tanks. He ran dry on main and came in cross-wind on landing, just as I brought my section down. Verne Harshman, CAP, USN, on my right wing, tried in vain to warn me, but I didn't see him. I hit what I thought was ground with a heavy jolt and bounced. Then I straightened the plane out and took pains with my landing—which was normal—and rolled straight ahead. As I slowed down my right wheel buckled and I went gently down on one wing.

"For five minutes I did not know why my wheel had given away. Then somebody told me I had landed on top of Marley's plane. My left wheel had struck Marley's left wing tank, and my right wheel was knocked loose by his propeller. I always intended to send this in to Ripley."

In August 1929, Fighting Two was equipped with a "dream plane" for those days, the Boeing F4B-1. It was equipped with a 450-horsepower engine, could climb 15,000 feet in about eight minutes, and was highly maneuverable. The squadron, already considered a good bet to win the gunnery trophy, was highly elated with the new plane.

Competition in the gunnery and bombing exercises was razor keen that year. Although pilots competed individually, their compiled score was the standing of the squadron in the competition. Each fighter pilot was allowed 60 rounds of ammunition to fire at a target, and four bombs to drop. The bombing target was a 45 by 300-foot rectangle, but only hits within an inner 45 by 120-foot area counted as full hits. Pilots were required

to pull out of their dives at 1,500 feet, and umpires flew around at that altitude to make sure they did.

A chief who was flying with the squadron relates: "We were rubbing our hands in glee, thinking about the scores we'd knock out with our shiny, new F4Bs, when the axe fell. Our 'dream' planes became just a dream, as they were taken from us and replaced with some beaten-up old F6C-4 Curtiss *Hawks*. Skipper Neilson herded all the pilots in the ready room and said, 'It looks like a bum deal, but we can take all the hot pilots and their hot planes.'

"On 29 Sept 1929, with only a few days in planes we were not very familiar with, we held official individual bombing practice and rolled up a very creditable score. Even the skipper got 100 per cent hits with his bombs."

Late in '29 Fighting Two was called upon to try out a new experiment. At that time all three carriers—*Langley*, *Saratoga*, and *Lexington*—were using various types of longitudinal as well as athwartship arresting wires. The idea of the fore and aft arresting wires was to keep the plane from veering to one side and perhaps going over the side. However, carriers were constantly having trouble with them. The longitudinal wires not only slowed down the rate of landings, but tended to make the plane, as it moved along the deck, exaggerate any angle of the landing wheels toward the ship's side.

Fighting Two's planes made a series of smooth landings on *Lexington*, with only athwartship arresting wires to brake them to a stop. The fore and aft arresting wires were never used again.

By March 1931 the Navy had its first inflatable rubber raft, and it fell to a Fighting Two pilot to put it to a test. Flying from *Langley* in an exercise off Panama, the squadron ran into thick clouds. Chief Aviation Pilot Verne Harshman lost contact with the formation, then failed in his lone search for the carrier. Fuel expended, his plane belly flopped on the water.

Blinding tropical rain hid the plane from searching shipmates. Harshman caught some of the water in his scarf. By night the plane's flotation bags were leaking and it was ready to sink. Harshman climbed into his rubber raft and stayed alongside until his plane went down.

No rescue ship appeared. At intervals the pilot fired Very stars that went unanswered. Sharks gathered around the raft, nosing so close that Harshman pounded them off with his oars.

For the next four days the tropical sun blazed down, a grueling test that proved too much for the raft. The rubber actually began to melt. Harshman poured sea water on the hot surfaces, but air was soon hissing out of a leak. A patching kit had been included as raft equipment, and the pilot finally made a patch stick.

On the fourth night adrift, Harshman saw a small steamer pass close by. He fired his last two Very stars—and the steamer sailed past and out of sight.

Not until the sixth day was he seen, and then only after he had paddled hard to place himself directly in the path of an approaching ship. It was the ss *Cerigo*, a liner, which provided the much battered pilot with his first food in six days. From Harshman's experience, the Navy went to work to improve its raft and survival equipment.

4

Fighting Two officially became a *Lexington* squadron on 31 Mar 1931, and was to remain one for most of the



next 11 years. Shortly after the squadron reported on board, *Lady Lex* got underway for Managua, Nicaragua, where an earthquake had caused disaster. Fighting Two and other *Lex* squadrons flew doctors, nurses, medical supplies and food into the devastated areas.

Later that year Lieutenant Commander (now Rear Admiral) J. J. Clark, USN, assumed command of the squadron. *Lexington* returned to the West Coast, and Fighting Two moved ashore to get in shape for the forthcoming gunnery and bombing exercises. One of the pilots, Chief Aviation Machinist's Mate (AP) George F. Oskay (now Lieutenant Commander, USN, (Ret.)), describes the exercises that year:

"After getting back to San Diego, we received Fighting Three's worn-out F3Bs, which were good high altitude ships. (The F3B had a top speed of 196 knots, service ceiling of 24,800 feet.) They were the best gunnery ships and dive bombers we ever had. The competition was rugged, but the squadron was hotter than a pistol. We really knocked out a gunnery score that year."

Oskay himself was one of the main reasons for the squadron's high score. The veteran pilot staged an amazing demonstration of flying skill, scoring 60 hits out of 60 rounds of ammunition, and four-out-of-four bomb hits on a 45-foot-square target.

Fighting Two continued to operate from *Lexington*, usually spending part of each year at NAS San Diego. Naval aviation was moving ahead. In June 1934, the 13,000-ton USS *Ranger* (CV 4) joined the Fleet. Three years later another carrier—the 19,000-ton USS *Yorktown* (CV 5)—hoisted her commission pennant. She was followed early in 1938 by a sister ship, USS *Enterprise* (CV 6). Two years later USS *Wasp* (CV 7) was added to the growing fleet of flattops. Near the end of 1939 the Navy got its first single-wing fighter, the F2A Brewster *Buffalo*. Other new metal-skin planes began to zoom over the Fleet—torpedo planes and dive bombers. Fighting Two's personnel changed, but its performance remained the same—outstanding.

When Lieutenant Commander (now Rear Admiral) Apollo Soucek, USN, was skipper of the squadron in 1937, almost every pilot was individually qualified for the Navy "E."

Even old timers who had been flying with the squadron for years remained as enthusiastic as the newcomers. "I recall once when one of the enlisted pilots, Leon Finney, ACMM(AP), USN, had all his teeth pulled just before we got underway for a cruise," relates Rear Admiral Soucek. "For some reason the dentist was unable to get him fitted with a set of false plates before we sailed, and Finney, of course, wouldn't think of staying behind. He bought himself a meat grinder and carefully ground up all his meals during the cruise."

In 1939, when Lieutenant Commander (now Rear Admiral) L. A. Moebus, USN, was CO of Fighting Two, almost every pilot in the outfit could call the arresting gear wire they intended to engage as they came in for carrier landings. "Morale was extremely high, particularly among the enlisted pilots," states Rear Admiral Moebus. "Once at a squadron party, one of the AP's wives told me they flew as much at home as they did during working hours—re-flying each approach and each operation endlessly with their hands. One young wife, finally bored with all this, had a squadron metalsmith make small metal planes which could be attached to the

fingers with a clip. This allowed her husband and his shipmates to render more realism in the hand maneuvers they went through each night."

Lieutenant Commander (now Rear Admiral) H. S. Duckworth, USN, took command of Fighting Two in the spring of 1940. Later that year the squadron flew to Pensacola and turned over their planes in exchange for the new F2A Brewster fighters. All 18 of Fighting Two's old planes were stamped with the mark of distinction—the Navy "E"—on their fuselages. It was the first time in naval history that all 18 of a squadron's planes had been qualified for the "E."

Earlier, in 1939, when Lieutenant Commander (now Captain) T. J. Hedding, USN, was in command, the squadron had experimented with two-plane section tactical units in place of the conventional three-plane section. Upon Lieutenant Commander Duckworth's arrival he welcomed the change with enthusiasm, adding one slight innovation, "stepping down" the formation—flying the wingman below the leader rather than above. This allowed the leader practically unlimited maneuverability without signals and without crowding his wingman. (The "no signals" was objected to for awhile.) Eventually this formation was adopted by all fighters throughout the Navy.

5

War came, and a short time later *Lexington* was prowling the Southwest Pacific, her planes lashing out at the forward elements of Japanese forces creeping toward Australia. Along with other *Lex* squadrons, Fighting Two got its licks in.

But by then Fighting Two had almost lost its identity as the "AP Squadron." Squadron planes still carried the famous insignia of Fighting Two—a chief's rating badge on a shield, emblazoned with the Latin word "Admirini" (Up and At 'Em)—but most of the old timers were gone. Earlier, on 8 Feb 1942, just before *Lex* got underway for the Southwest Pacific, nearly all of Fighting Two's hashmarked pilots had been transferred to the States for duty as instructors. Sometime before it was found the average age of Fighting Two's enlisted pilots was 39, and now the Navy was in dire need of experienced aviators to teach the hordes of youngsters pouring into flight training centers. Later, many of Fighting Two's old-timers were to tangle with Jap pilots in Pacific skies, but as members of other squadrons. Almost all of them eventually were commissioned.

When *Lady Lex* squared-off against the Jap carriers in the Coral Sea, there was only one veteran Fighting Two enlisted pilot left with the squadron. He was Paul G. Baker, ACMM(NAP), USN, who by then had been commissioned as a temporary lieutenant (junior grade). When he tangled with Jap fighters in the great Coral Sea carrier battle, Baker demonstrated the skill and aggressiveness that had long been associated with the "AP Squadron." He shot down three enemy planes and carried a fourth with him, colliding with a Jap Zero in midair and crashing into the sea in flames. He was awarded the Navy Cross, posthumously.

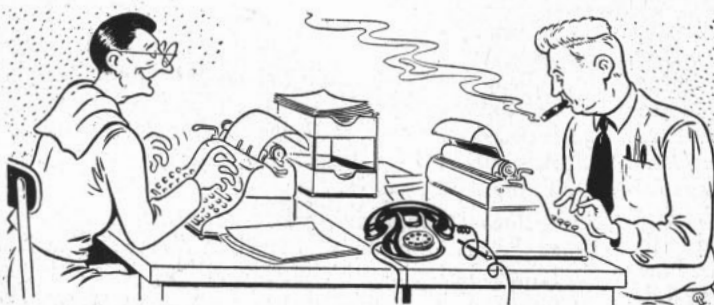
When the gallant *Lexington* sank beneath the waters of the Coral Sea, it also ended the career of Fighting Two. Its survivors never flew again as a unit, and some months later Lieutenant Commander (now Captain) Paul H. Ramsey, USN, Fighting Two's last CO, decommissioned the squadron at NAS San Diego.

TAFFRAIL TALK

IF YOU STAY in the Navy long enough you'll run into the same old faces, ships and places. That's been the case with Harvey H. Mitchell, JO1, USNR, a new ALL HANDS staff writer. Mitchell now finds himself located in an office adjacent to a building where, some 30 years ago, he served as a radio operator for Navy's main radio station, NAA, Arlington, Va.

Mitchell's naval career has been full of coincidences. In World War I he served in *uss Borie* (DD 215). He returned to civilian life, but was back in the Navy in World War II, this time serving in a destroyer named after his old ship, *uss Borie* (DD 704). On the new *Borie* he ran into one of his old shipmates, a guy named Smith, and they immediately recognized each other—after a lapse of a quarter of a century.

In civilian life Mitchell has operated his own weekly newspapers. As a Naval Reservist he volunteered for active duty and is now representing his family in the Armed Services since his son, a major in the Army, was killed in the Korean fighting.



When Bill Miller, QMC, USN, another new writer on the ALL HANDS staff, received his orders to this duty, his ship, *USS William C. Lawe* (DD 763), had just pulled into the port of Piraeus, Greece, and he was celebrating the end of his first decade in the Navy, practically all of which has been duty afloat. It took him six weeks and nearly 6,000 miles to comply with his orders.

Except for a year ashore, when he served as an NROTC instructor at the University of North Carolina, Miller has been a sea-going sailor. On 7 Dec 1941 he was at Pearl Harbor on board *uss Castor* (AKS 1), loaded with ammunition and 500-pound aviation bombs. *Castor* went unscathed, but accounted for one of the first Japanese planes to be downed in World War II.

Even before reporting here, Miller was well known to ALL HANDS, having been a contributor to the magazine on all types of salty subjects since 1945. He comes, strangely enough, from a little town in New York called Sea Breeze.

* * *

After more than a year in production, the story of fabulous "Fighting Two" is finally in print (pp. 59-63). It took that long to sift through documents in the National Archives, interview or correspond with former members, and to write the piece.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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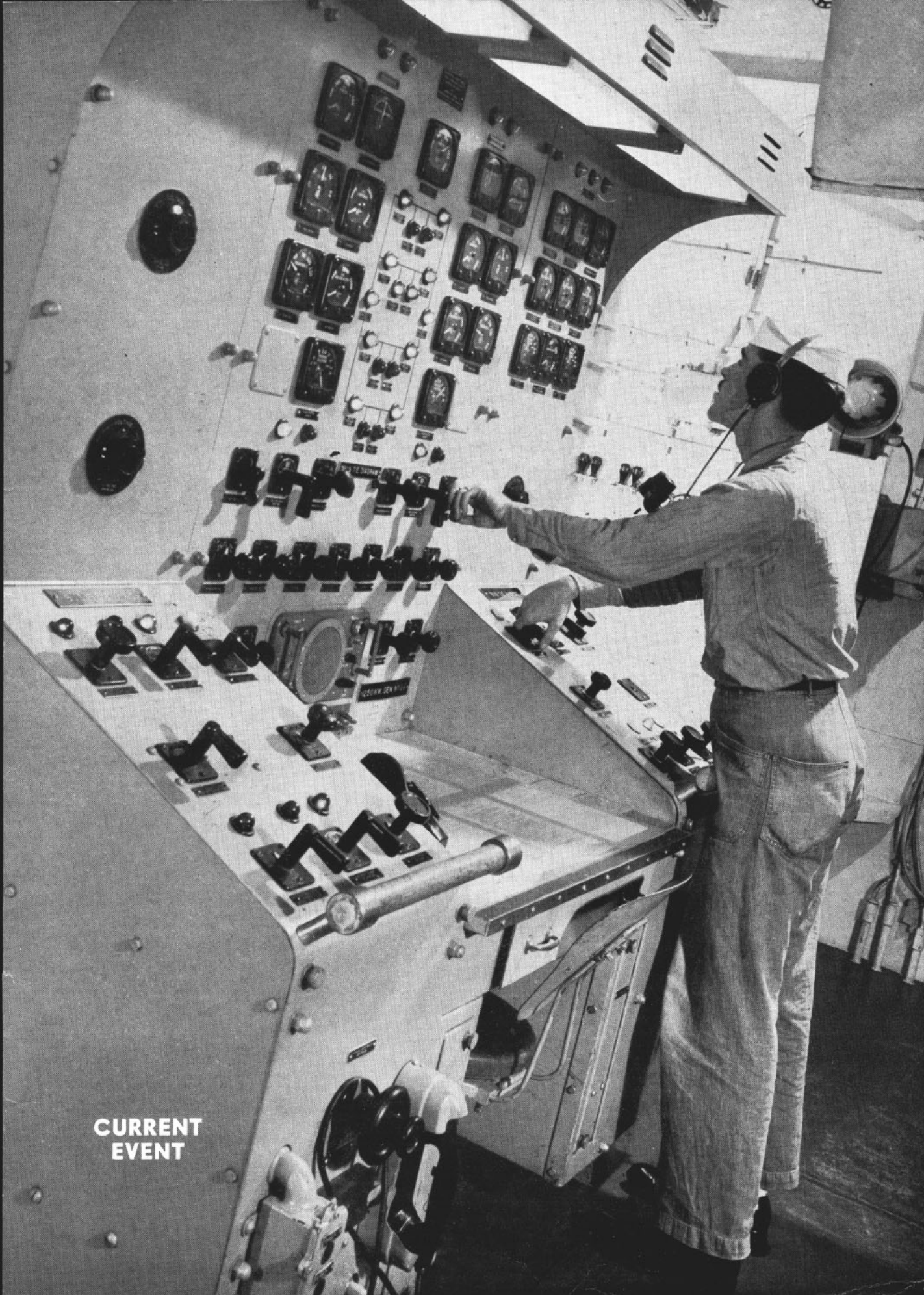
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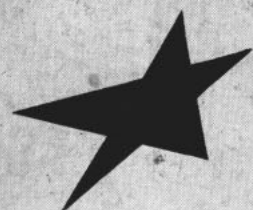
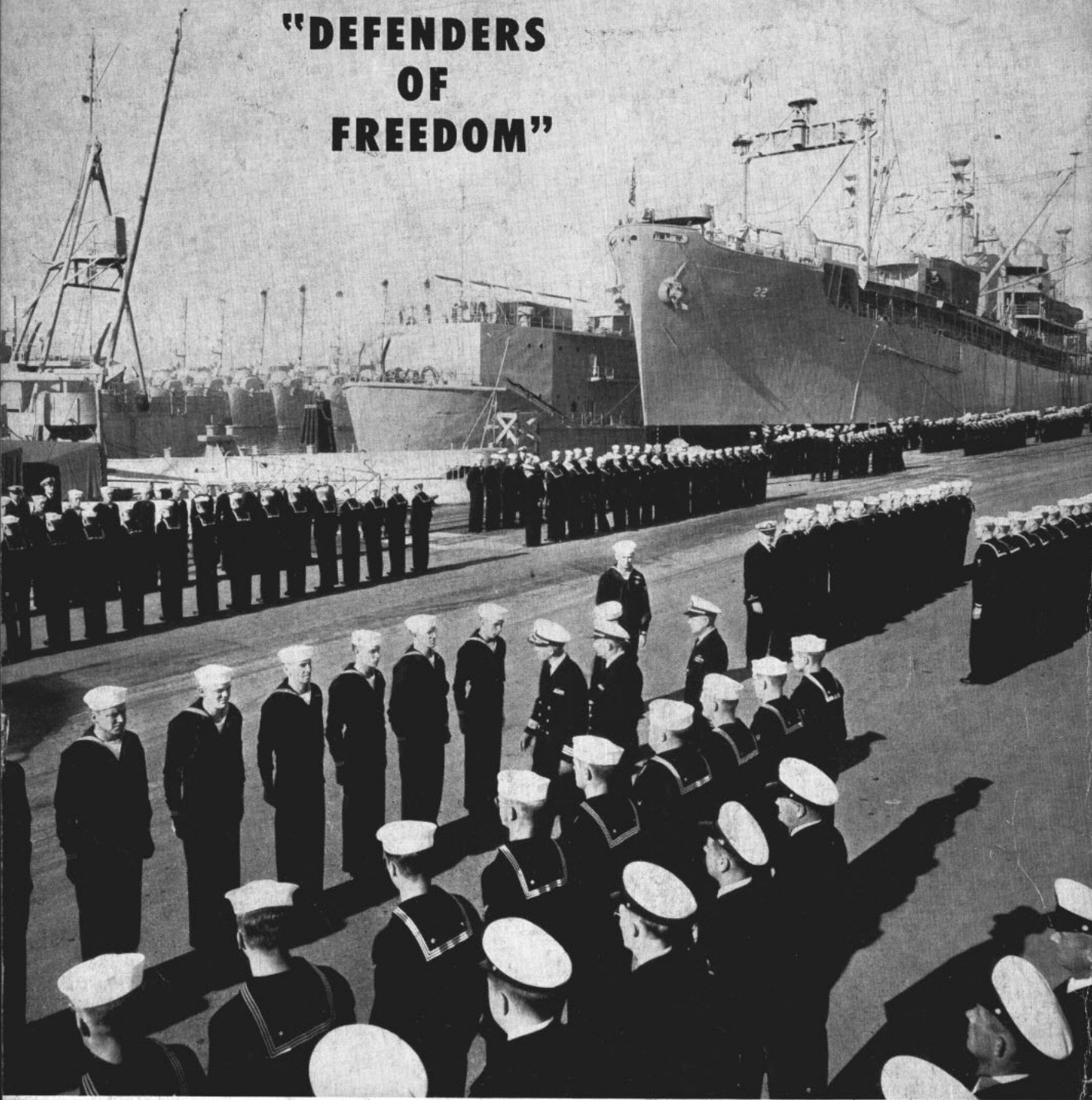
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: With many vital controls at his fingertips, an operator stands in front of an electric power control panel on board *USS Coral Sea* (CVB 43).



**CURRENT
EVENT**

**"DEFENDERS
OF
FREEDOM"**



**ARMED FORCES DAY
19 MAY**